

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4025

晚十初月七年十三緒光

SATURDAY, AUGUST 20, 1904.

六拜禮

號十二月八英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO. KODE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$343,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Creasy Ewens, Esq. | Kwan Fong Kuk, Esq.
J. Focke, Esq. | G. C. Moxon, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 2nd August, 1904. [18]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin | Calcutta | Hankow
Tientsin | Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTI GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
Gold \$7,994,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORIZED
Gold \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

BRANCHES AT
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, CEBU, SHANGHAI,
SINGAPORE, YOKOHAMA, BOMBAY,
CALCUTTA, CANTON,
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.
CREDIT LYONNAIS, DRESNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE
DE PARIS, &C.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 26th July, 1904. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:
CANTON. PENANG.
CHIFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1/2 per Annum Fixed Deposits for 3 months.
4 % " " " 6 " "
5 % " " " 12 " "

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-
HOLDERS£800,000

RESERVE FUND£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent.
" " " 6 " " 3 1/2
" " " 3 " " 2 1/2
T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

PHOTOGRAPHY

IN ALL ITS BRANCHES.

AMATEUR WORK

GIVEN SPECIAL ATTENTION.

HUNG FUNG,
(Successor to C. W. Clark),
Photographer,
4, ICE HOUSE STREET.
Hongkong, 18th August, 1904. [947]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI AND KODE.....	{ FORMOSA..... { H. H. W. Snow.....	About 23rd August	Freight and Passage.
SHANGHAI.....	{ CHUSAN..... { A. Thompson.....	About 25th August	Freight and Passage.
LONDON, &C.....	{ COROMANDEL..... { G. M. Macfarland, R.N.R.	August 27th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	{ JAVA..... { S. Barchan.....	About 2nd September	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 20th August, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU.....	WEDNESDAY, 14th September.
PRINZ HEINRICH.....	WEDNESDAY, 28th September.
BAYERN.....	WEDNESDAY, 12th October.
SACHSEN.....	WEDNESDAY, 26th October.
ZIETEN.....	WEDNESDAY, 9th November.
PRINZESS ALICE.....	WEDNESDAY, 23rd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 7th December.
PREUSSEN.....	WEDNESDAY, 21st December.
PRINZ ECTEL FRIEDRICH.....	WEDNESDAY, 4th January, 1905

ON WEDNESDAY, the 14th day of Sept., 1904, at Noon, the Steamship "GNEISENAU,"
of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MALES, PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 12th Sept., Cargo and Specie
will be received on Board until 5 P.M., on TUESDAY, the 13th Sept., and Parcels will be
received at the Agency's Office until Noon, on TUESDAY, the 13th Sept.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 17th August, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.,

SHIPCHANDLERS & SAILMAKERS,
DECK AND ENGINE STORES
OF

Every Description, Best Quality, and at Reasonable Prices.

HUBBUCK'S PAINTS AND OILS received Fortnightly.

"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:

Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.

Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904. [38]

"ASAHI BEER."

BEER OF THE RISING SUN.

BREWED BY

THE OSAKA BEER BREWING Co., Ltd.,
OSAKA, JAPAN.

Telephone
No. 75.

In Cases of 4 doz. bottles.

" " " 8 " " "

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

Hongkong, 20th August, 1904. [42]

Intimations.



Millions

of bottles of Bovril are used annually—
used in the sick-room where Bovril
is the nurse's "second self"—used in the kitchen
where Bovril is the cook's "right hand"—used on
all occasions where strength and sustenance are
required. Bovril as a food has received the
endorsement of some of the greatest scientists
of the age.



TRADE



MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [78]

This space is reserved for

LONG HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [946]

PO CHEUNG & Co.,

昌 寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.,

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chifoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu,
Karatse, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

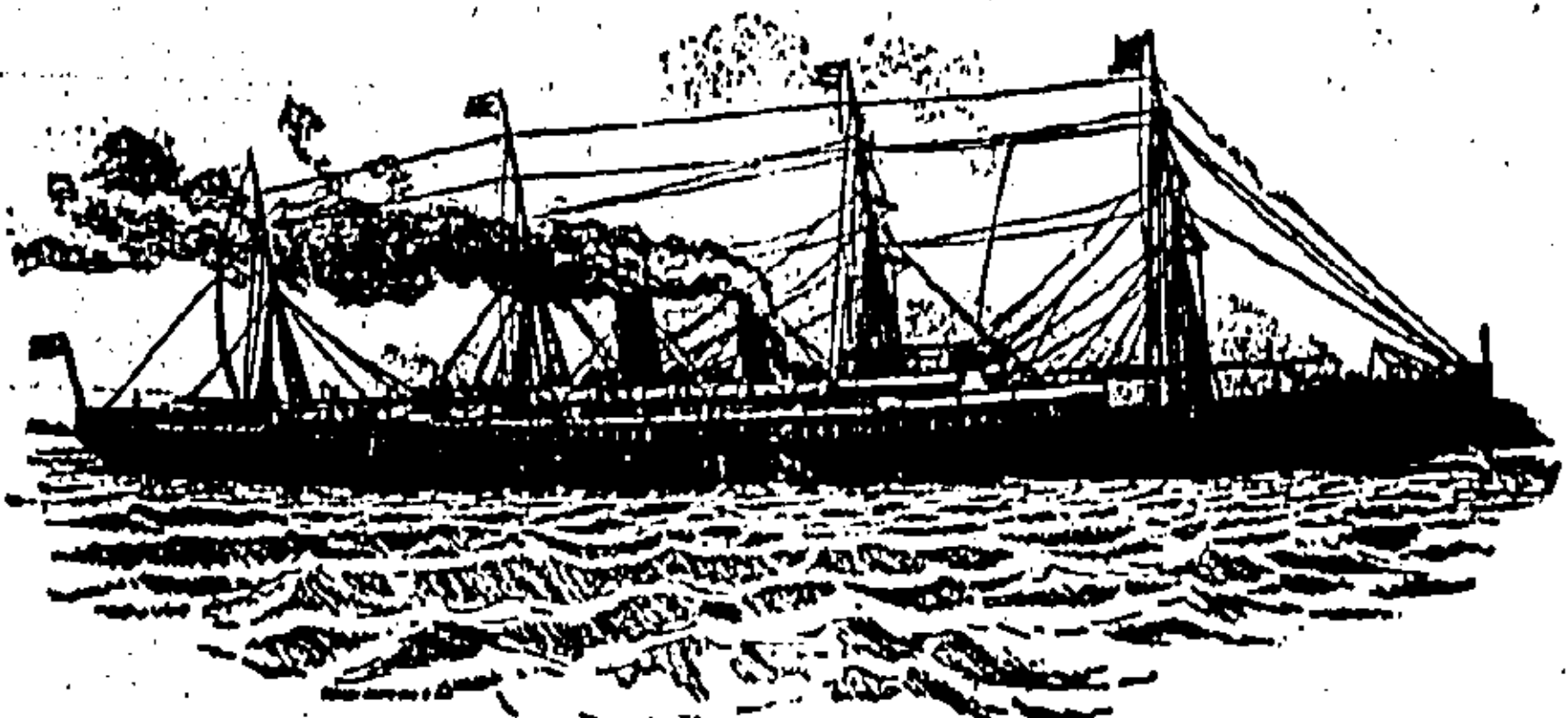
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotsu, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manpou, Onoura,
Onoura, Otsuji, Sasahara, Teubakuro, Yoshinotsu, Yoshio, Yumokihara and other Coals.
S. MINAMI, Manager, Hongkong.
780]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"GAEILIO"	4,205 Gross Tons...	WEDNESDAY, 24th August, at Daylight.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"OHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DOBIO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"KOREA"	11,276 "	TUESDAY, 1st November, at Noon.
"COPTIO"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "GAEILIO" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 24th August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding "through ORDERS TO EUROPE" have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

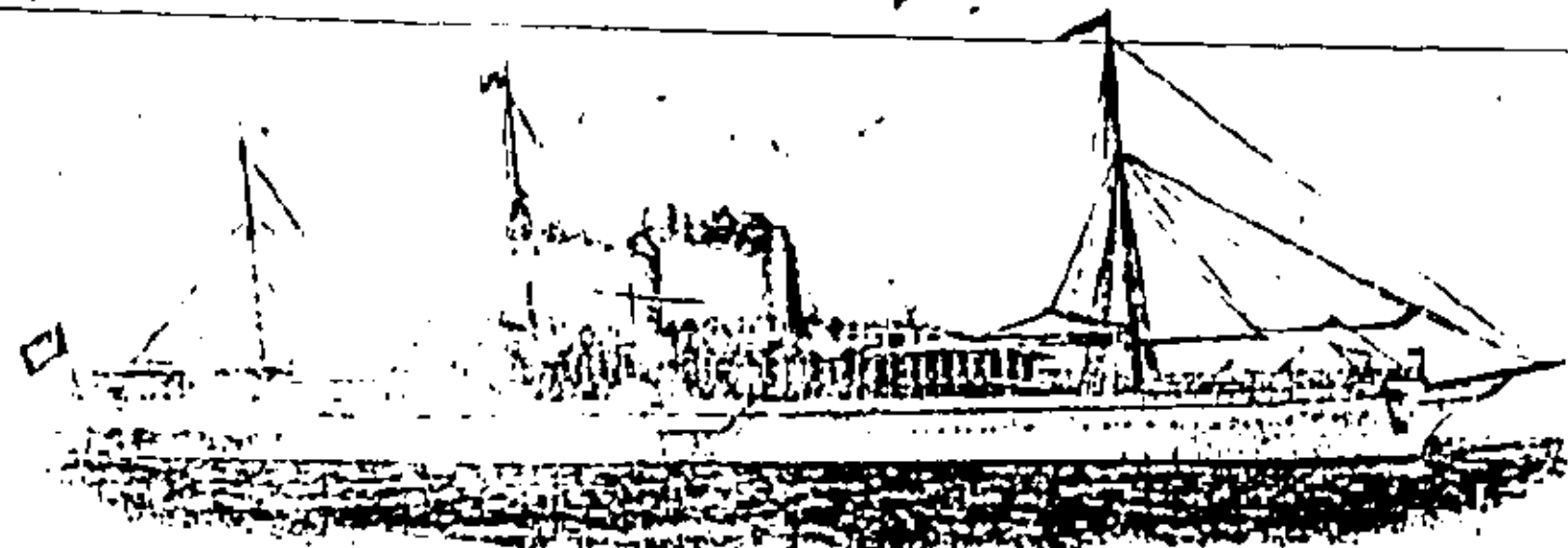
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 20th August, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 12th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 16th November.

Hongkong to London, 1st Class, £40. St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

CHADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 10th August, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SPEZIA (ex BAMBERG)	HAVRE and HAMBURG.	30th August.	Freight.
Milutin	(Calling at S'PORE, PENANG & COLOMBO)		
ANDALUSIA	HAVRE and HAMBURG.	11th Sept.	Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO)		
SAMBIA	HAVRE, BREMEN and HAMBURG.	20th Sept.	Freight.
Lüning	(Calling at S'PORE, PENANG & COLOMBO)		
SCANDIA	HAVRE and HAMBURG.	3rd October.	Freight and Passengers.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO)		
SUEVIA	HAVRE and HAMBURG.	18th October.	Freight.
von Döhren	(Calling at S'PORE, PENANG & COLOMBO)		
BRISGAVIA	HAVRE and HAMBURG.	1st Nov.	Freight.
Schülke	(Calling at S'PORE, PENANG & COLOMBO)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, On-see's Buildings.

Hongkong, 20th August, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special-time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

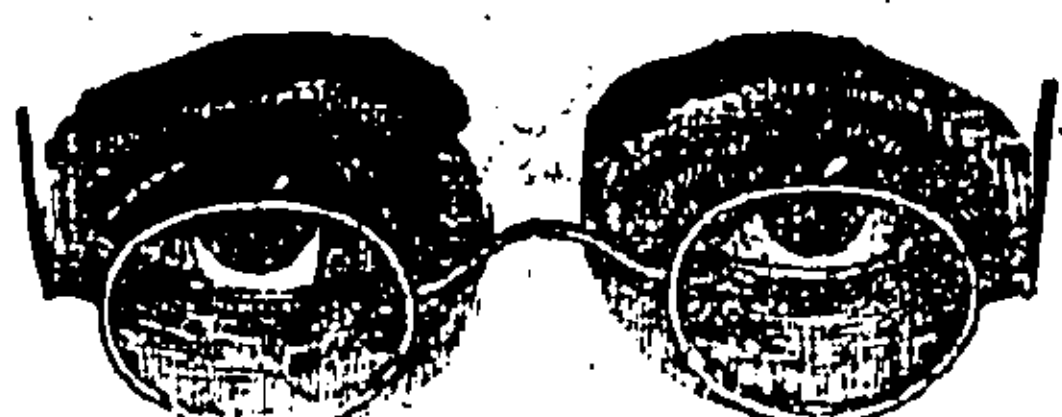
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

HONGKONG JOCKEY CLUB.

A MEETING OF SUBSCRIBERS to the Subscription Griffin List will be held at the HONGKONG HOTEL on MONDAY next, 22nd instant, at 4 P.M.

Members who wish to put their names down and have not already done so will oblige by sending in to the Undersigned before that date.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 16th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT COS., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

ESPECIAL OLD TOM GIN.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5 per Cask ex Factory.

In Bags of 250 lbs. net \$8 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904.

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. DRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367.

Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904.

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, De. Vieux Road.

Hongkong, 11th May, 1904.

YAU LOONG.

CANTON.

NEW SEASON'S SELECTED GINGER AND FRUITS of Standard Quality.

Packed in RICH SYRUP and BEST SUGAR.

STEM GINGER FOR TABLE D'HOTE. Specially recommended. Delicious and Wholesome.

Fixed prices for different assortments. Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane, facing Des Vieux Road, West, near Gas Works.

Hongkong, 19th August, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Oceanien*

THE FOLLOWING GOODS:—
FLAT CHEESES (quality *Crème à la Crème*) \$0.80 per lb.
BYSSEN CHEESE in Tins 0.75 the tin.
GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE Per Bottle \$1.50.

CHEERRIES " " 1.50

ASSORTED FRUIT " " 1.50

CHEERRIES in BRANDY " " 1.75

APRICOTS " " 1.75

PLUMS " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on-sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

Hotels.

KING EDWARD HOTEL. OCCIDENTAL HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER

Hongkong, 19th May, 1904.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road.

Trains pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. ORCHRISTIE,

Proprietor and Manager.

Hongkong, 15th August, 1904.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 29th July, 1904. [85]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 17th August, 1904. [94]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the subjoined Resolutions will be proposed.

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,

Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 16th August, 1904. [934]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 9th August, 1904. [922]

Intimations.

REMOVAL OF THE ARTIFICIAL OBSTRUCTIONS IN THE CANTON RIVER.

ON BEHALF OF THE KWANGTU PROVINCIAL AUTHORITIES.

OFFERS in connexion with the REMOVAL OF THE BARRIERS in the CANTON RIVER, as specified hereunder, are hereby invited by the Undersigned

1.—To remove sunken stones to the following estimated amounts:

2,500 cubic yards to a maximum depth

of 16 feet at Low Water Spring

Tides (Customs' Datum).

3,000 cubic yards to a maximum depth

of 12 feet.

1,000 cubic yards to a maximum depth

of 8 feet.

The removed stone to be the property of the Contractor.

It is believed that the stones consist chiefly of granite and that they vary in size up to 5 cubic feet. The offer should be made in respect to granite and to "other stone," and at so much a cubic yard. The stone recovered will be measured in the boats, and the proportion of granite to other stone ascertained by a method to be mutually agreed upon.

The offer should state the minimum number of divers to be employed and the months during which the work will proceed.

2.—To remove piles from the Cambridge (YU CHU) and Whampoa (LI TAK) Barriers, the piles to be the property of the Contractor.

Offers for the removal of stones and

piles, as above, are required at once.

3.—To remove entirely the wooden Bridge (SHA LO MUK) Barrier, including all outlying piles which are visible above low water. The whole of the material consisting of piles, timber, bolts, etc. to be the property of the Contractor. The offer should state a period for the completion of the work.

4.—To remove a portion of the central section of the Iron (SHA LO TIE) Barrier as follows:—

The 24 single screw piles and connecting

girders of its northern end, and

the adjoining 41 groups of triple screw

piles—these piles to be entirely removed

and (with all chains, bolts, girders, plates

and other gear belonging to the structure)

landed and stowed on the adjacent

shore at the Sha Lo Fort Jetty.

The speedy performance of this work

is specially desirable, and the period

within which the work is undertaken to

be completed will be an important factor

in accepting an offer.

Offers for the removal of the Iron and Bridge Barriers as above will be received until the 10th September. Prospective tenderers of offers are free to examine the barriers by divers, etc.

A satisfactory bond for the due performance of undertaken work will be required.

Offers in reply to this advertisement, and correspondence on the subject should be addressed to the Barrier Office, Custom House, Canton.

The right of accepting or rejecting any offer made hereunder is hereby expressly reserved.

R. DE LUCA,

Acting Commissioner of Customs.

Custom House,

Canton, 17th August, 1904. [949]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO

MASTER

PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

CANTON-HANKOW RAILWAY.

Americans opening the great West with the railroad had an easy time of it compared with the difficulties encountered by an American company in the construction of a mere 1000 miles of railway in Southern China. The climate of a country in which cholera and bubonic plague are perennial, the stupidity of the coolies who do all the manual labour on the road under the supervision of white foremen, and the general attitude of hostility on the part of the natives, pile up against the undertaking with all the force of the countless miles and the tremendous mountains and canyons of the West. In addition to these inevitable evils were some unforeseen labour agitations not without their aspect of humour when viewed in the abstract.

The ease with which the natives could be intimidated and the drastic discipline which could be enforced in accordance with Chinese ethics offset some of these difficulties, but at its best railroading China, with the natural obstructions and the political undercurrents involved, is a tremendous undertaking. Emil Bauer, who was employed on the railroad and who is now in San Francisco, gives some interesting particulars.

The American Development Company, under the management of Captain Meade, started work on the Canton-Hankow Railway in January, 1903. This line is to connect Canton with Hankow, on the Yangtze-Kiang, a distance of about 1000 miles. In Hankow the road joins the Hankow-Peking Railway, which is being built by the Belgians, but which, according to rumour, is under the influence of Russia. Probably the rumour is well founded, for should Russia ever gain possession of Peking, at which she is aiming, this line would allow her to menace England in the Yangtze valley.

In July, 1903, the main line had not yet been started, but work was in progress on a branch connecting Canton with Fatsan, a city of about 250,000 inhabitants, on the West river, twenty-five miles north of Canton and closed to foreigners. The West river is considered so unsafe on account of pirates that Chinese gunboats are afraid to ascend during the night.

The headquarters of the company was at Wong-Sha, on the outskirts of Canton. The track had been laid for a distance of four miles to a place called Chit-Wai-Tong, where the construction department had its headquarters. Grading was in progress nearly to Fatsan. The company's experiences in the construction of this branch line were typical of conditions of railroading in Southern China.

WORKERS LIVE IN BOATS.

At the camp at Quap, two miles from Fatsan, seven Americans and about 1600 coolies were at work. All the workers were living in house boats, anchored close to the shore, so that all there was to do when camp was to be moved was to tow them up the stream. Grading was the work at this camp, and the difficulties of the work began with the material furnished for the grade. It was mud—plain mud—from the rice paddies. These rice paddies were considerably below water level, so pumps had to be kept going day and night to keep the diggings dry. The grade, which was twenty-five feet high in some places, built of nothing but mud, naturally lacked stability. It kept spreading out and caving in till the company was forced to the conclusion that a railroad bed could not satisfactorily consist of mud alone.

Then there was the difficulty of transmitting orders to the workmen. Each foreman had under his supervision from eight to ten gangs of coolies, at work on the double track line, the rolling stock of which is imported from the United States and the rails from Belgium. Each gang consisted in twenty-four coolies and one head coolie, who usually knew something of the work. One interpreter was assigned to each foreman, but unless the interpreter knew several dialects he was practically useless. China has several hundred dialects and very often the people on one side of a river cannot understand the people on the other side. The result of this difficulty of communication is that a stout bamboo and a few easily learned swear words do more good than any number of interpreters. The Chinese coolie, unless he is paid by the piece, is lazy and needs constant driving.

NATIVES WERE HOSTILE.

The coolie camp has to be pretty thoroughly policed for a variety of reasons. The Chinese Government furnished the company with soldiers for the protection of the foreigners. These soldiers were paid by the company at the rate of \$8 a month "Mex," or \$4. At Quapo a company of fifty men was stationed, as the population in the neighbourhood was very hostile to foreigners and opposed to the railroad, which they believed a source of disturbance to their air and water deities, and so the cause of bad luck.

Besides this the country is dotted with little grave mounds, and many of these lay in the line of the railroad and had to be levelled. This invariably precipitated a riot, and then somebody got hurt. The soldiers were armed with antiquated rifles, some of which had not been cleaned for years, and cheap pistols. More important than firearms in the equipment of the Chinese soldier are umbrellas and fans. Armed with rifle and umbrella, they do sentry duty, and if it comes to a headlong flight—and they are experts at sprinting—they discard the rifle, but cling to the umbrella.

Work progressed quite nicely under these conditions till the middle of September. Then a new factor appeared on the scene in the person of a genuine labour agitator.

The coolies received 40 cents a day "Mex," a stipend considered good in China. The pay of the Americans in charge ranged from \$15 "Mex" a month to \$200, but with overtime they easily averaged the latter sum. Besides this the company allowed each man \$50 a month "Mex" for rations—a very liberal amount, indeed, considering the cheapness of the living.

AGITATOR BRINGS TROUBLE.

All hands worked away in apparent content till the arrival of a Chinese who had been in the United States. This traveller started telling stories to the coolies about the wages paid for similar work in America. They very soon came to the conclusion that they were underpaid. And then they proceeded to demonstrate

that they knew the modern and occidental method of treating the difficulty.

On the morning of September 12th all went to work as usual. Everything went well until 10 o'clock. Then as one man the coolies walked, dropping their tools, which consisted of bamboo baskets hung on stout bamboo poles. The poles they retained, however, the poles, like the single stick, become, on occasion, very dangerous weapons. On being asked the cause of this disturbance, the spokesmen of the strikers demanded a rise of 25 cents a day "Mex," to go into effect immediately. The foreman in charge informed him that he himself could not grant their request, but that he would notify headquarters. This reply they received with cries of "Mopin kai tai!" etc. (Kill the bald-headed foreign devils), and to suit the action to the word, made a sudden attack on the foreman. All the Americans tried to retreat to the toolhouse, as a guard of ten soldiers was stationed there. These soldiers, seeing what was happening, did not venture outside of the toolhouse, but started to barricade the doors. Luckily all the foremen but one carried revolvers. With the exception of one man all the Americans got safely inside the toolhouse. The man who failed was so far away when the riot started that he was easily cut off. He had no revolver, but disarmed a Chinese soldier who stood close by guarding some tools, and jumped on a pile of lumber, where he stood, surrounded by yelling coolies and vainly trying to discharge his rifle. It was found later that all the powder had been taken out of the cartridges.

The foreman in charge, seeing the danger of this fellow, tried to persuade the officer in command of the native company to make a sortie, but this he absolutely refused to do. His sympathies being more with his countrymen than with the foreigners. So, bestowing a few complimentary remarks upon the officer, the foreman asked for volunteers to go with him, and all the white men sallied out. The first man they met after opening the door was the agitator, who was promptly dispatched into eternity. The rioters, after seeing their leader fall, ran back and began to stone their quondam bosses from a distance. The object of the sortie was attained, however, and the American rescued, but not before he had been severely handled. At the same time the rest of the company of Chinese soldiers came up to the support of the detachment at the toolhouse and quiet was restored.

ENTER VICEROY AND GUNBOATS.

Work was stopped for the day, however, and, leaving the grade heavily guarded, the foremen went to headquarters to attend to their business. In the afternoon word was received from headquarters to resume work the next morning under the same guard. The Viceroy in Canton had promised to send a hundred men of his bodyguard to his support, and the American Consul, when notified of the trouble, held a gunboat ready for emergencies. A German gunboat also visited the camp during the afternoon, but left after learning that there were no German subjects involved.

During the night following the strikers made an attempt to burn the houseboats, but, as sentries were on guard and everybody on the alert, their plans were frustrated.

The next morning all the white men went up to the works as usual, except that they carried more ammunition. On the way up an occasional shower of stones greeted the men, but this did not count as the assailants remained at a safe distance while discharging them. At the toolhouse they found about five hundred coolies of a mountain tribe despised by the Cantonese ready to work under the old conditions. Trying to intimidate and if necessary to stop them by force, there were assembled some twenty-five hundred Cantonese coolies and inhabitants of Fatsan. These took their stand about 800 feet from the toolhouse and threatened to kill every coolie going to work for the company. As they had some rifles and other arms, matters looked serious. A runner was sent immediately to the next camp, about six miles away, to ask for re-inforcements.

Meanwhile the foreman in charge requested the officer of the Chinese guard to disperse the mob. This he declared impossible. The situation was growing worse and worse. Something had to be done and done at once. The rioters were gaining constant re-inforcements from the town, and if they should come to the conclusion that the foreigners were afraid of them they would certainly rush the toolhouse and exterminate them by the force of numbers. So the foreman again asked for volunteers. All the Americans, interpreters, two soldiers, and five mountaineers, responded to the call.

Arming the interpreters and mountaineers with weapons taken from the cowardly soldiers, the foreman led his forlorn hope against the howling mob. As soon as they left the shelter of the toolhouse they were met with a wild yell and a few stray shots. Without firing a shot in return the little squad advanced steadily against the rioters. Suddenly the howling ceased and the mob stood in open-mouthed wonder as the little band came closer and closer. They probably thought that the foreigners were endowed with some supernatural power that made them bullet-proof. At any rate, as soon as they came within speaking distance the strikers and their sympathizers started back to town on a run. Those who remained showed no more hostility and were at once informed through the interpreters that if the riots did not cease work would be dropped altogether. This was a serious matter to the Chinese, most of whom lead a hand-to-mouth existence at best. They asked for time to think it over. This was at once granted, and they were also informed that work would be resumed next morning under the old conditions. Gradually the Chinese dispersed and the situation assumed a brighter outlook.

In the afternoon 125 men of the Viceroy's bodyguard arrived. These soldiers, who are called the "Redcoats," were armed with modern rifles and were of a better type than the company's regular guard. They brought with them a magistrate and an executioner.

During the afternoon word was received that riots had occurred all along the line, in some places even more serious than that at Quapo. In Chit-Wai-hoi all the company's storehouses and houseboats were destroyed and the men lost all their belongings. In Chit-Wai-Tong the track was torn up and the locomotive derailed. Several men were wounded and others were badly bruised. But with the help of the Viceroy's soldiers quiet was restored all along the line by evening.

LEADERS ARE BEHEADED.

Under the protection of a detachment of the Redcoats the next morning the foreman went to the works, where a big force of coolies were assembled, willing to go to work. The knowledge that the executioner had arrived had caused them to quiet down. Each foreman had a special guard of two soldiers detailed to follow all his steps. At the slightest sign of malice the offender was arrested and brought before the magistrate, who invariably sentenced him to bangs ranging in number from 10 to 500, or to the cage, a big, heavy, wooden collar, fitted around the neck and worn sometimes for two weeks without relief. During the morning, with the help of some friendly natives, the ring-leaders of the riot were arrested, brought up for trial and promptly beheaded.

As if these labour troubles were not enough officialdom took a hand in the matter, to the detriment of the company's efforts at discipline

among its employees. About a month after the settlement of this Celestial strike an order came from the Imperial Government at Peking to the railway company to discharge the foreman in command of Quapo camp because of his maltreatment of natives. As the railway will eventually be turned over to the Government, the Government has some control over its affairs, and the company was forced to dismiss the foreman. Besides this an order was issued forbidding foreigners to carry revolvers, as this was supposed to irritate the Chinese. The Chinese Government did not stop to consider that it would be considerably more irritating in the long run to have a lot of foreigners quietly made away with—a thing which would most certainly have happened had they not carried arms. Each white man was also forced to sign an agreement not to strike or in any way offend a Chinese. But this was too much. The foreigners took their turn at a strike and lost.

The road is said to be making but slow progress now. More riots have occurred since, and the difficulties with the coolies and with a Government semi-interested and semi-hostile are perennial. The fight is not only against nature.—Ez.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 13/16
Do. demand	1/9 13/16
Do. 4 months' sight	1/10
France—Bank T.T.	2/28
America—Bank T.T.	44
Germany—Bank T.T.	1/85
India T.T.	1/35
Do. demand	1/35
Shanghai—Bank T.T.	71
Japan—Bank T.T.	89
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109

Buying.

4 months' sight L/C.	1/10
6 months' sight L/C.	1/10
30 days' sight San Francisco & New York	44
4 months' sight do.	45
30 days' sight Sydney and Melbourne	1/10
4 months' sight France	2/28
6 months' sight	2/34
4 months' sight Germany	1/90
Bar Silver	26 11 16
Bank of England rate	3 2

OPIMUM QUOTATIONS.

To-day's quotations are as follows	Per cent
Malwa Old	1,030/1,100
" Older	1,130/1,200
" Oldest	1,230/1,295
Patna New	1,170
Bengal New	1,145
Persian Paner	850/880

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of August, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Lai Chi Kok in the New Territory of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for the rest of the term of lease from China or for one further term of 75 years if competent for the Government so to make it.

PARTICULARS OF THE LOT.

No. of Sub.	Locality.	Boundary Measurements.	Current Rent.	Annual Rent.	Upset Price.
Registry No.					
1.	2.	3.	4.	5.	6.
New Territory Inland Lot No. 1.	Lai Chi Kok.	53 ft. 50 ft. 100 ft. 54.850	47	5.65	

Hongkong, 13th August, 1904. [927]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by

PUBLIC AUCTION;

ON

WEDNESDAY,

the 24th August, 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUDDELL STREET,

A COLLECTION

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT
TO
HIS EXCELLENCY
THE GOVERNOR.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

CHEMISTS.

DRUGGISTS.

PERFUMERS.

CIGAR AND CIGARETTE MERCHANTS.

AERATED WATER

MANUFACTURERS.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 16th August, 1904.

[35]

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.
ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS.

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904.

[45]

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestocel goods kept.
Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.
MARINEWORK.
Hongkong, 3rd May, 1904.

[58]

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 20, 1904.

THE NEW REGISTRAR.

It will be noted with general satisfaction
in the Colony that Mr. A. Seth, the deputy
registrar of the Supreme Court, has been
promoted to the registrarship of Hongkong
upon the retirement of the holder of the
substantive appointment, Mr. J. W. Norton-
Kyshe. Mr. Seth, since the departure of
Mr. Kyshe from Hongkong, has acted as
Registrar to the satisfaction of the Bench,
the members of the legal profession and the
community in general, with whom he has
been in daily contact by virtue of the mul-
titudinous duties which a conscientious and
hard-working Registrar has to perform in
his official capacity. The registrarship of
Hongkong is no sinecure, as those who
have had any dealings with that depart-
ment of Government know only too well.
Mr. Seth first joined the service in 1868,
and his career, as set out in the Colo-
nial Office List is, briefly, as follows:—
Called to the Bar, Lincoln's Inn, June,
1863; Hindustani interpreter at the Magis-
tracy, Hongkong, February, 1868, to Decem-
ber, 1869; (in the service of the P. and O.
S. N. Co. in the interim); re-entered the
Magistracy as third clerk, September, 1872;
second clerk, September, 1873; first clerk,
February, 1875; clerk of Councils and chief
clerk, Colonial Secretary's Office, February,
1881; valuer under the "Rating Ordinance,"
1875; June 25th, 1881, to March 19th,
1883; acting a Justice of the Peace,
in January, 1882; superintendent of the
opium revenue, from August, 1883, to
February, 1885; ditto, imports and exports,
June to October, 1887; secretary to board
under the "Taiping Shan Resumption Ordi-
nance," 1894 to 1895, and for his work in con-
nection therewith he received the thanks
of the government; secretary to the Insan-
itary Properties Commission, July, 1896; ac-
ting deputy land officer, November, 1894, to
January, 1895, and again from March, 1895,
to November, 1896; deputy registrar and
appraiser at the Supreme Court, and com-
missioner for taking acknowledgments of
married women, October, 1896; secretary of
the Squatter's Board; official receiver in
bankruptcy, March, 1895, to November,
1896; acting assistant registrar-general,
July to September, 1897; acting registrar
of the Supreme Court; acting land officer,
acting registrar of companies; official
administrator, and official trustee, 15th
December, 1898, to 26th January, 1900;
since when he has continued in the judicial
department to the present time. Mr. Seth
has thus shown himself to be a capable
officer that has filled many and various
offices, no matter in what department the
Government has found it necessary to send
him, either to take up a temporary vacancy
or to assist in any work when a department
has been found to have too much for one
man to cope with. His labours in the Land
Registry, as a valuable coadjutor of Mr.
Bruce Shepherd prior to and immediately
following the taking over of the New
Territories, are such as to deserve the
best thanks of the Government and the
recognition of the community which he
undoubtedly possesses. Before his re-
tirement from the service we hope to see
him elevated to the position of one of the
judgeships of Hongkong for which he is
well-qualified by his ability and legal train-
ing, and as a reward of his long and meri-
torious service in the Colony.

LOCAL AND GENERAL.

ANOTHER blank plaque return indicates that
the epidemic of 1904 is practically over.

THE United States gunboat *Vicksburg*, until
recently in Asiatic waters, has been put out
of commission for general repairs.

JAPANESE gold amounting to ¥200,000 was
exported from Yokohama to Hongkong by the
Gaelic.

No dog from Shanghai will be permitted to
land in Hongkong for a further period of six
months from the 13th inst.

PERSONS desirous of burning charcoal in the
New Territories have to conform to new
regulations made on the 16th inst.

NORMAL communication with Shanghai, Foo-
chow and the North by the Eastern Extension
Co.'s cables was restored yesterday afternoon.

REGULATIONS respecting Chinese ceremonies
'with music,' the discharge of fireworks, pro-
cession and theatricals are published in the
Gazette.

PORT Arthur still to be captured, Kurapatkin,
not yet finally defeated, and a revival of Rus-
sia's capacity to take the offensive on the water
give us the three factors at the front upon which
European expert opinion is now fixed.—*Ex.*

ACCORDING to the *Nichi Nichi*, the Korean
Government have acquiesced in the Japanese
demand for a concession to reclaim the waste
lands in Korea, on condition that the date of the
carrying out of the plan shall remain undeter-
mined.

THE Government of Portugal recently decided
to increase the royal navy by one battleship
and one torpedo boat, and a commission was
delegated to visit the principal shipbuilding
plants of the United States. Before the first
of the coming year it is believed that the award
for the construction of the vessels will be made
to an American firm.

A MEETING of the Justices of the Peace will be
held at the Magistracy on the 30th inst. for
the purpose of considering applications from
Anne Melhuish for the transfer of her publican's
licence to sell and retail intoxicating liquors at
the "Criterion Hotel," to George Green, and
one from Louis Comar to sell and retail intoxi-
cating liquors at "The Main Hotel."

IT is notified in the *Gazette* that the recently
completed road, running westward from Victoria
Gap, along the south shoulder of Victoria
Peak, and the north shoulder of High West,
has been handed over to the Government by
the military authorities, and that it is therefore
a public road, and will, until further notice, be
known by the name of "Harlech Road."

SHORTLY after nine o'clock last night, a fire
occurred on torpedo boat, No. 37, lying on the
slips under the shed at the Kowloon Torpedo
Depot. The alarm was quickly given and the
fire was extinguished by the police and a num-
ber of blue jackets in a very short space of time.
The cause of the fire, which broke out in the
forecastle, is unknown. The damage occasioned
was fortunately very slight.

H.E. THE Governor in Council, has, under
section 90 of the Public Health and Buildings
Ordinance, 1903, appointed Sham Shui Po
Cemetery, situated at Sham Shui Po in the
New Territory, the eastern boundary thereof
being about 270 feet west of the Tai Po Road
and the southern boundary being about 320
feet north of the old boundary of Kowloon and
containing 475 acres or thereabouts, as a
sufficient and proper place for a burial ground
for Chinese.

THE following is the programme of music to
be performed by the band of the 110th Mah-
ratta Lt. Infantry on the new parade ground,
on Monday next:—

March	"Triumph"	Robinson.
Selection	"The Belle of New York"	Kerker.
Song	"The Light of the World"	Alms.
Selection	"The Shop Girl"	Caryll.
Valse	"Chere Anne"	Mogras.
Selection	"South Medley"	Cavallion.
Dance	"Hungarian"	Brabin.
	God save the King	

THE aquatic sports under the auspices of the
V. R. C. this afternoon proved highly enjoyable
and successful both from the competitors' and
the spectators' points of view. A launch left
Blake Pier at half-past three taking over from
Hongkong a large number of swimming en-
thusiasts, the party including many of the fair
sex. The lateness of the hour fixed for the
commencement of the sports, precludes the
publication of any details this evening. A full
report, however, will appear on Monday.

AN order made by the Governor in Council on
the 16th inst. under the authority of the
Dangerous Goods Ordinance, 1873, and the
Dangerous Goods Amendment Ordinance, 1902,
declares and orders that ether, spirits of wine,
methylated spirits, and all alcoholic liquid of a
greater strength than 70 parts per cent. by
weight of alcohol shall be deemed to be danger-
ous goods: Provided always that the order
shall not extend to any such liquid when it is
kept, for private use only, in quantity not ex-
ceeding two gallons; or for sale, by retail only,
in quantity not exceeding fifty gallons.

WE have received from Messrs. Calbeck,
MacGregor & Co., on behalf of the Osaka Beer
Brewing Co., Ltd., for whom they are the local
agents, a copy of a most interesting publication
advertising the specially light *Asahi* beer. It
is a book of photographs of prominent person-
ages of Japan, including the Emperor, princes
of the Imperial household, generals, admirals,
the ministers, and, in fact, nearly everyone
whose name has been heard in connection with
the war. Accompanying the publication was
a sample of the beer which, from the fact that
it comes from the Osaka Brewery, needs no
words of recommendation from us.

THE HONGKONG AND SHANG-
HAI BANKING CORPORATION.

HALF-YEARLY MEETING.

The seventy-eighth ordinary half-yearly
meeting of the proprietors of the above Bank
was held at the City Hall at noon to-day. Mr.
A. J. Raymond presided, and there were also
present: Mr. H. E. Tomkins, Hon. W. J.
Gresson, Hon. R. Shewan, Messrs. E. Goetz,
A. Haupt, H. Schubart, E. Shellim, N. A. Siebs,
E. S. Wheeler, (directors), J. R. M. Smith, (Chief
Manager) Hon. Gershom Stewart, H. Mody,
E. F. Bond, J. C. Peter, W. A. C. Cruickshank,
C. W. May, G. H. Medhurst, J. A. Jupp, C. G.
Gonsalves, G. H. Potts, G. M. Bain, J. R.
Michael, J. A. Chinoy, A. R. Lowe, T. F.
Hough, E. Kelly, E. S. Kadoorie, A. G. Wood
M. H. Michael, J. J. Leiria, W. H. Gaskell, W.
Lysaught, Berindoague and others.

The Chief Manager having read the notice
convening the meeting,

The Chairman read the report, and said:—
Gentlemen, from the report that I have
just read and which has been in your
hands for some time you will see that your
directors have the pleasure to record
another satisfactory half year's working.
Besides providing for the usual dividend of
30/- per share we are able to recommend
adding 5 lacs to silver reserve fund, and
writing 2 lacs off bank premises account; this
leaves \$1,492,534 31 to be carried forward to
next half year, or about \$75,000, in excess of
the amount carried forward last time. Looking
at the balance sheet there is nothing which
calls for special comment apart from the
ordinary fluctuations to be expected in dealing
with such large totals, but as customary I will
briefly compare some of the items with the
figures in last report. Current accounts and
F/deposits in gold show a slight falling off,
while in silver accounts there is a small increase.
Bills payable are down (in round figures)
\$5,000,000. As usual our note circulation is
lower than in the December half year, but it is
\$1,775,194 over the corresponding period last
year. On the other side cash is \$4,000,000
higher, and bullion in hand and in transit is
less by \$3,300,000. Sterling reserve fund
securities remain unchanged, but consols, col-
onial and other securities are reduced
\$2,000,000, while our holdings of Indian Govern-
ment rupee paper are practically the same.
Bills discounted, loans and credits stand at
\$87,146,299 84 against \$89,900,177 72, and bills
receivable at \$99,852,913 49, against \$101,142,
89 03. I am glad to say that our branches all
round have been able to show profitable re-
sults for the period under review. In China,
where we are more immediately interested,
we are passing through a time of depres-
sion in trade generally. There has been a
falling off in imports owing to the war, especial-
ly as regards staples; this applies more par-
ticularly to the northern markets, but according
to recent advices a considerable business has
been done there in cotton goods for spring
delivery, which points to returning confidence
on the part of the native dealers. The silk
crop, both in the north and south, has been a
comparatively small one and the quality in
some districts has not been quite up to the
mark. This is doubtless due in large measure
to unfavourable weather, but it is to be hoped
that the Chinese will become more and more
alive to the importance, not only of maintaining,
but also of taking steps to improve the quality
and increase the export of this valuable pro-
duct, which is such a powerful factor in the
foreign trade and finances of their country. As
you are aware we took part in bringing out a
new Japanese Government loan for £10,000,000
last May. The loan was issued in London and
New York simultaneously and proved a great
success. I may also here remark, though it
does not come into the accounts now before
you, that on behalf of the British and Chinese
Corporation, we brought out last month a first
issue of £2,250,000 part of a loan for £3,250,000
by the Imperial Chinese Railways—Shanghai
Nanking line—bearing interest at 5% per annum
and carrying 20% surplus profits sharing cer-
tificates. The loan was fully underwritten, and
though the public were rather lukewarm in
their support I am sure general satisfaction
will be felt at this long talked of under-
taking being at last fairly launched. I trust
it will be followed by other similar enter-
prises and lead to their receiving wider and
more general support both at home and in
China. Let us hope the next will be the Can-
ton-Kowloon line. (Loud Applause). Again,
it is unfortunately necessary for me to refer to
politics; when we last met, just after the out-
break of the present war, I assured you that
the management was fully alive to the gravity
of the situation. Since then the outlook can
hardly be said to have greatly improved; in-
deed, more than once it has assumed an aspect
threatening further serious complications. This
has naturally given cause for some anxiety,
not that the Bank runs any special risk, but
the fact must be obvious that whatever is
calculated adversely to affect general trade
must also in the long run affect adversely the
prospects of all financial institutions depending
upon it. Happily, the most threatening
of these storm clouds have blown over, but
the uncertainty still prevailing as to the
binding force of those rules of international
law which regulates theoretically the treatment
of neutral ships by belligerents is creating a
partial paralysis of enterprise and inflicting
much loss and damage over the whole of the
Far East. We can only hope that this unhappy
state of shaken confidence will soon be re-
moved by an unanimous pronouncement on this
and all similar doubtful outstanding questions
on the part of the great commercial powers,
and that the efforts which are being made to
confine the struggle within its present limita-
tions will continue to be successful. In con-
clusion, it gives me pleasure again to ac-
knowledge the good services of our staff
to whom you are indebted for the continued
favourable reports which your directors

have the satisfaction of placing before you.
(Applause).

Mr. W. A. C. Cruickshank, in seconding,
said:—I have much pleasure in seconding the
adoption of the report and accounts as proposed
by the chairman; and in view of the remarks
which have fallen from him as to the anxious
period which the Bank has gone through in
the past six months, I think that the share-
holders have great cause for congratulation in
the satisfactory accounts we are now asked to
pass. In spite of war, rumours of war, and de-
pression of trade, the Bank has more than
maintained its splendid position and earnings.
(Hear, hear). Our thanks are due to the able
management which has made such a result
possible. When the dark shadow, which has
hung over China for so many years is forcibly
removed by the search light of Japanese activi-
ty, we can look forward to better times and in-
crease of prosperity in which the Hongkong
and Shanghai Bank will participate.

DIRECTORS.

Mr. Medhurst proposed and Mr. Jupp
seconded the nomination of Mr. A. Haupt,
Hon. W. J. Gresson and Hon. R. Shewan as
Directors to fill the vacancies caused by the
resignation of Mr. C. Michelan, Hon. C. W.
Dickson, and Mr. C. A. Tomes, be confirmed.

The resolution was unanimously agreed to.
The Chairman said this was all the business
before them, and the dividend warrants would
be ready on Monday.

Mr. Bond moved that a hearty vote of thanks
be accorded the Board of Directors, the Chief
Manager and staff, for the very able and
successful manner in which they had adminis-
tered the affairs of the Corporation during the
period under review. It must be a source of
great pleasure to the shareholders to find that
notwithstanding the depressed condition of
trade generally that the Bank was steadily im-
proving.

The vote having been agreed to with ac-
clamation,

The Chairman briefly acknowledged the hon-
our and the proceeding, terminated.

CROWN LAND SILES.

SHAUKWAN ROAD AND KOWLOON.

Particulars and conditions of two sales of
Crown land to take place at the offices of the
Public Works Department on the 5th prox.
have now been published. The first of these
comprises 17,675 square feet of land at Tsat
Tsz Mui, near the Shaukwan Road, and regis-
tered as Inland Lot No. 1,721. The ground
is held subject to the payment of an annual
rent to the Crown of \$142, and the upset price
is \$5,303. Not less than \$10,000 must be spent
upon the property in rateable improvements
before the expiration of twenty-four calendar
months from the day of sale. The other land
to come under the hammer is at Kowloon be-
tween Austin Road and Kimberley Road, where
there are 16,945 square feet of land registered
as Kowloon Inland Lot No. 1,158, for sale.
The annual Crown rent is fixed at \$136, and
bidding must commence above \$6,100. The
sum of \$12,000 has to be spent on rateable im-
provements before the expiration of twenty-
four calendar months from the day of sale. It
is further stipulated that the purchaser must
cut down a certain area to the levels approved
by the D.P.W., and must form a road 40 feet
in width at formation level on the south-east
side of the lot. In the event of the property
being purchased by the owner of Kowloon In-
land Lot No. 1,154, permission will be given
him to expend the amount stated for rateable
improvements on that lot instead of on the land
to be sold.

RUSSIA'S USE OF THE RAILWAY.

A war correspondent who has just returned
from the seat of war informs us that for some
time past Russian engineers have been at work
constructing extensive sidings at intervals of
every few miles along the railway between
Liaoyang and Moukden, to facilitate the rapid
transportation of troops and war material. He
states that for several weeks military trains
have been pouring in reinforcements at the
rate of sixteen trains daily. If this is the case,
and we believe the news may be safely accept-
ed, General Kuropatkin must have a large
army in the neighbourhood of Liaoyang than
recent reports have indicated. Nor is it alto-
gether easy to reconcile this news with the
pessimistic reports emanating from the Russian
side. Is Kuropatkin buoying himself up with
the hope that by understating his own re-
sources he will be able to lure Kuroki into a
trap? There is some ground for this view in
our opinion.

In this connection we may cite a note that
has just appeared in the *Tokio Asahi*. This
is to the effect that an additional line of railway
is being constructed with all haste between
Moukden and Harbin. Work on this section
was only recently started by the Russians. A
number of sappers and some 3,000 natives are
employed on the work.—*Kobe Herald*.

A RAPIDLY growing sentiment in the U.S.
Navy Department regarding the importance of
the torpedo in modern naval warfare has again
evincd itself in the suggestions which have
been made to Secretary Morton in favour of
the establishment of a new grade in the navy
destined to specialize on the handling of tor-
pedoes. This suggestion has come to Secre-
tary Morton from at least two important
bureaus in the department and it is now being
considered. Suggestions for the establishment
of this grade propose to make it one of the
most important in the navy. It is proposed to
have men selected while in the Naval Academy
and given special instruction in torpedo war-
fare as well as to have a course of special train-
ing for enlisted men who would enter this
grade.

TELEGRAM.

THE WAR.

RUSSIAN GUNBOAT SUNK

OFF LAOTEISHAN.

Mr. M. Noma, Consul for Japan, has for-
warded to us the following telegram:—

Tokio, 19th August, 8 p.m.

According to a report from our watch
tower near Port Arthur a gunboat of the
Otawny type struck a mine and sank off
Laoteishan at 7.52 p.m. on the 18th instant.

STOWAWAYS ON THE
"MONGOLIA"

AND ANOTHER INCIDENT.

When midway between Yokohama and
Honolulu, on July 4th, the *Mongolia* met the
steamer *Coptic*, bound for the Orient, and
transferred to that vessel three stowaways, who
had been discovered in hiding soon after the
Mongolia left Yokohama. They consisted of
an American, an Englishman and a Japanese.
Some sympathy was expressed for the Ameri-
can, in particular, by the passengers, and one
of them offered to pay his fare through to this
city, but Captain Rinder, realizing the com-
plications that would result in connection with
the immigration laws, was unable to accom-
modate the stowaway or his sympathizing friends.

The *Mongolia* had its little romance on her
first voyage. Francis J. Mitchell, making a
tour of the Orient representing Eastern com-
mercial interests, met on board Mary A. Baker,
daughter of a wealthy cattleman of Baker,
Mont, who, with her family, joined the ship at
Hongkong. Before the *Mongolia* arrived at
Shanghai, where the Bakers left the ship, their
engagement was announced. Mitchell con-
tinued on to this port and will go to Baker
later to meet Baker *de* and arrange the date
of the wedding. Miss Baker is a beautiful
young woman, who made many friends during
her short stay on board.—*S. F. Call*.

THE BRITISH IN THE EAST.

"A RACE OF STONE AND IRON."

Signor Bergeret, the special travelling cor-
respondent of the *Matino*, Naples, has been
much impressed with the wonderfully adaptive
qualities of the British. Writing from Colombo
he says:—

"Only the English, the race of stone and
iron, are able, in the midst of this high-pressure
work of nature, to continue their physical and
mental activity, and the over-feeding which has
procured for them the name of the 'people of
the five meals.' They demand that in the
Colonies every Briton shall be twice British.
They have transported to the torrid zone their
fatiguing games, their rigid etiquette, the
abuse of meat, and the use of whisky, and have
got the better of the climate as of the land; of
the hostility of commercial and official in-
triguers, as of the violence of nature. No human
race has ever been so admirably tempered for
Colonial domination. Their nature, education,
and moral principles combine to render the
British masters of men and things on the seas
and in distant countries. Feeling their work,
one becomes reconciled to the English. These
gentlemen of the porcelain shirt-fronts, the
impeccable cravats, are marvellously tenacious
workers, but their incessant fatigue does not
make them into so many machines as it does
the Germans."

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 20th at 11.25 a.m. The barometer has
risen slightly at all stations south of Shanghai.
A new typhoon in the Pacific East of the Loo-
choo Islands was indicated yesterday by obser-
vations arriving too late for our remarks. It is
probably situated now off the S.W. coast of
Japan and moving rather rapidly northward.

Gradients are very slight on the China Coast
and light variable winds with local thunder-
storms will be met with both in the Formosa
Channel and the China Sea.

Forecast:—Light variable winds, fair, local
thundershowers.

N.B.—Information from Japan and the Loo-
choos is again wanting.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 23rd inst.
French (*Ernest Simons*) 24th inst.
American (*Mongolia*) 27th inst.
Indian (*Kunwang*) 29th inst.
Canadian (*Empress of Japan*) 6th prox.
Australian (*Chingtu*) 7th prox.

The Imperial German mail s.s. *Gneisenau*
arrived at Shanghai yesterday, at 7 p.m.

The P. & A. s.s. *Aragonia* arrived at Yoko-
hama on 18th inst., and may be expected here
on 30th inst.

The Imperial German mail s.s. *Roon* which
left here on 21st ult., at 4 p.m., arrived at Genoa
on Friday, at 5 a.m.

The Boston S. S. Co.'s s.s. *Tremont* sailed
from Seattle on 18th inst., for Japan, Shanghai,
Hongkong and Manila.

The M. M. Co.'s s.s. *Ernest Simons* with the
next French mail will leave Saigon on the 21st
inst., at 9 a.m., for this port.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 29th July, 1904. [885]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 27th August, 1904, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1904, with the Report of the Directors, and to discuss any matter that may be competently brought before the meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 17th August, 1904. [941]

THE HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of August, 1904, at 12.15 o'clock in the afternoon, when the following Resolutions will be proposed:

Should the said Resolutions be passed by the required majority they will be submitted for confirmation as special Resolutions to a second Extraordinary meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October, 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Dated the 15th August, 1904.

By Order of the Board,

EDWARD OSBORNE,
Secretary.

[933]

A. S. WATSON & CO., LIMITED

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 22nd June, 1904. [754]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per Cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders, held this day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 17th August, 1904.

SHAREHOLDERS are requested to apply to the Office of the Company for WARRANTS.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 16th August, 1904. [934]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF FIVE PER CENT. for the half-year ending 30th June, 1904, on the Paid-up Capital.

DIVIDEND WARRANTS payable on MONDAY, the 29th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,

General Agents.

Hongkong, 9th August, 1904. [922]

Intimations.

REMOVAL OF THE ARTIFICIAL OBSTRUCTIONS IN THE CANTON RIVER.

ON BEHALF OF THE KWANGTUNG PROVINCIAL AUTHORITIES.

OFFERS in connexion with the REMOVAL of the BARRIERS in the CANTON RIVER, as specified hereunder, are hereby invited by the Undersigned:

1.—To remove sunken stones to the following estimated amounts:

2,500 cubic yards to a maximum depth

of 16 feet at Low Water Spring

Tides (Customs Datum).

3,000 cubic yards to a maximum depth

of 12 feet.

1,000 cubic yards to a maximum depth

of 8 feet.

The removed stone to be the property

of the Contractor.

It is believed that the stones consist

chiefly of granite and that they vary in

size up to 5 cubic feet. The offer should

be made in respect to granite and to

"other stone," and at so much a cubic

yard. The stone recovered will be

measured in the boats, and the proportion

of granite to other stone ascertained

by a method to be mutually agreed upon.

The offer should state the minimum

number of divers to be employed and

the months during which the work will

be proceeded.

2.—To remove piles from the Cambridge

(YU CHU) and Whampoa (LI TAK)

Barriers, the piles to be the property of the

Contractor.

Offers for the removal of stones and

piles, as above, are required at once.

3.—To remove entirely the wooden Bridge

(SHA LO MUK) Barrier, including all

outlying piles which are visible above low

water. The whole of the material consist-

ing of piles, timber, bolts, etc. to be the

property of the Contractor. The offer

should state a period for the completion

of the work.

4.—To remove a portion of the central section

of the Iron (SHA LO TH) Barrier as

follows:—

The 24 single screw piles and connect-

ing girders of its northern end, and

the adjoining 41 groups of triple screw

piles—these piles to be entirely removed

and (with all chains, bolts, girders, plates

and other gear belonging to the structure)

landed and stowed on the adjacent

shore at the Sha Lo Fort Jetty.

The speedy performance of this work

is specially desirable, and the period

within which the work is undertaken to

be completed will be an important factor

in accepting an offer.

Offers for the removal of the Iron and Bridge

Barriers as above will be received until the

10th September. Prospective tenderers of

offers are free to examine the barriers by

divers, etc.

A satisfactory bond for the due performance

of undertakings work will be required.

Offers in reply to this advertisement, and

correspondence on the subject should be

addressed to the Barrier Office, Custom House,

Canton.

The right of accepting or rejecting any offer

made hereunder is hereby expressly reserved.

R. DE LUCA,

Acting Commissioner of Customs.

Custom House,

Canton, 17th August, 1904. [949]

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER,

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

CANTON-HANKOW RAILWAY.

Americans opening the great West with the railroad had an easy time of it compared with the difficulties encountered by an American company in the construction of a mere 1000 miles of railway in Southern China. The climate of a country in which cholera and bubonic plague are perennial, the stupidity of the coolies who do all the manual labour on the road under the supervision of white foremen, and the general attitude of hostility on the part of the natives, pile up against the undertaking with all the force of the countless miles and the tremendous mountains and canyons of the West. In addition to these inevitable evils were some unforeseen labour agitations not without their aspect of humour when viewed in the abstract.

The ease with which the natives could be intimidated and the drastic discipline which could be enforced in accordance with Chinese ethics offset some of these difficulties, but at its best railroading China, with the natural obstructions and the political undercurrents involved, is a tremendous undertaking. Emil Bauer, who was employed on the railroad and who is now in San Francisco, gives some interesting particulars.

The American Development Company, under the management of Captain Meade, started work on the Canton-Hankow Railway in January, 1903. This line is to connect Canton with Hankow, on the Yangtze-Kiang, a distance of about 700 miles. In Hankow the road joins the Hankow-Peking Railway, which is being built by the Belgians, but which, according to rumour, is under the influence of Russia. Probably the rumour is well founded, for should Russia ever gain possession of Peking, at which she is aiming, this line would allow her to menace England in the Yangtze valley.

In July, 1903, the main line had not yet been started, but work was in progress on a branch connecting Canton with Fashan, a city of about 250,000 inhabitants, on the West river, twenty-five miles north of Canton and closed to foreigners. The West river is considered so unsafe on account of pirates that Chinese gunboats are afraid to ascend during the night.

The headquarters of the company was at Wong-Sha, on the outskirts of Canton. The track had been laid for a distance of four miles. To a place called Chit-Wai-Tong, where the construction department had its headquarters. Grading was in progress nearly to Fashan. The company's experiences in the construction of this branch line were typical of conditions of railroading in Southern China.

WORKERS LIVE IN BOATS.

At the camp at Quappo, two miles from Fashan, seven Americans and about 1600 coolies were at work. All the workers were living in house boats, anchored close to the shore, so that all there was to do when camp was to be moved was to tow them up the stream. Grading was the work at this camp, and the difficulties of the work began with the material furnished for the grade. It was mud—plain mud—from the rice paddies. These rice paddies were considerably below water level, so pumps had to be kept going day and night to keep the diggings dry. The grade, which was twenty-five feet high in some places, built of nothing but mud, naturally lacked stability. It kept spreading out and caving in till the company was forced to the conclusion that a railroad bed could not satisfactorily consist of mud alone.

Then there was the difficulty of transmitting orders to the workmen. Each foreman had under his supervision from eight to ten gangs of coolies, at work on the double track line, the rolling stock of which is imported from the United States and the rails from Belgium. Each gang consisted of twenty-four coolies and one head coolie, who usually knew something of the work. One interpreter was assigned to each foreman, but unless the interpreter knew several dialects he was practically useless. China has several hundred dialects and very often the people on one side of a river cannot understand the people on the other side. The result of this difficulty of communication is that a stout bamboo and a few easily learned swear words do more good than any number of interpreters. The Chinese coolie, unless he is paid by the piece, is lazy and needs constant driving.

NATIVES WERE HOSTILE.

The coolie camp has to be pretty thoroughly policed for a variety of reasons. The Chinese Government furnished the company with soldiers for the protection of the foreigners. These soldiers were paid by the company at the rate of \$8 a month "Mex," or \$4. At Quappo a company of fifty men was stationed, as the population in the neighbourhood was very hostile to foreigners and opposed to the railroad, which they believed a source of disturbance to their air and water deities, and so the cause of bad luck.

Besides this the country is dotted with little grave mounds, and many of these lay in the line of the railroad and had to be levelled. This invariably precipitated a riot, and then somebody got hurt. The soldiers were armed with antiquated rifles, some of which had not been cleaned for years, and cheap pistols. More important than firearms in the equipment of the Chinese soldier are umbrellas and fan. Armed with rifle and umbrella, they do sentry duty, and if it comes to a headlong flight—and they are experts at sprinting—they discard the rifle, but cling to the umbrella.

Work progressed quite nicely under these conditions till the middle of September. Then a new factor appeared on the scene in the person of a genuine labour agitator.

The coolies received 40 cents a day "Mex," a stipend considered good in China. The pay of the Americans in charge ranged from \$125 "Mex" a month to \$300, but with overtime they easily averaged the latter sum. Besides this the company allowed each man \$60 a month "Mex" for rations—a very liberal amount, indeed, considering the cheapness of the living.

AGITATOR BRINGS TROUBLE.

All hands worked away in apparent content till the arrival of a Chinese who had been in the United States. This traveller started telling stories to the coolies about the wages paid for similar work in America. They very soon came to the conclusion that they were underpaid. And then they proceeded to demonstrate

that they knew the modern and occidental method of treating the difficulty.

On the morning of September 12th all went to work as usual. Everything went well until 10 o'clock. Then one man the coolies walked, dropping their tools, which consisted of bamboo baskets swung on stout bamboo poles. The poles they retained, however. The poles, like the single stick, become, on occasion, very dangerous weapons. On being asked the cause of this disturbance, the spokesman of the strikers demanded a rise of 25 cents a day "Mex" to go into effect immediately. The foreman in charge informed him that he himself could not grant their request, but that he would notify headquarters. This reply they received with cries of "Mopin kai tai" (etc. kill the bald-headed foreign devils), and, to suit the action to the word, made a sudden attack on the foreman. All the Americans tried to retreat to the toolhouse, as a guard of ten soldiers was stationed there. These soldiers, seeing what was happening, did not venture outside of the toolhouse, but started to barricade the doors. Luckily all the foremen but one carried revolvers. With the exception of one man all the Americans got safely inside the toolhouse. The man who failed was for away when the riot started that he was easily cut off. He had no revolver, but disarmed a Chinese soldier who stood close by guarding some tools, and jumped on a pile of lumber, where he stood surrounded by yelling coolies and vainly trying to discharge his rifle. It was found later that all the powder had been taken out of the cartridges.

The foreman in charge, seeing the danger of this fellow, tried to persuade the officer in command of the native company to make a sortie, but this he absolutely refused to do, but sympathies being more with his countrymen than with the foreigners. So, following a few uncomplimentary remarks upon the officer, the foreman asked for volunteers to go with him, and all the white men sallied out. The first man they met after opening the door was the agitator, who was promptly dispatched into eternity. The rioters, after seeing their leader fall, ran back and began to stone their quondam bosses from a distance. The object of the sortie was attained, however, and the American rescued, but not before he had been severely handled. At the same time the rest of the company of Chinese soldiers came up to the support of the detachment at the toolhouse and quiet was restored.

ENTER VICEROY AND GUNBOATS.

Work was stopped for the day, however, and, leaving the grade heavily guarded, the foremen went to houseboats to attend to their business. In the afternoon word was received from headquarters to resume work the next morning under the same pay. The Viceroy in Canton had promised to send a hundred men of his bodyguard to their support, and the American Consul, when notified of the trouble, held a gunboat ready for emergencies. A German gunboat also visited the camp during the afternoon, but left after learning that there were no German subjects involved.

During the night following the strikers made an attempt to burn the houseboats, but, as sentries were on guard and everybody on the alert, their plans were frustrated.

The next morning all the white men went up to the works as usual, except that they carried more ammunition. On the way up an occasional shower of stones greeted the men, but this did not count as the assailants remained at a safe distance while discharging them. At the toolhouse they found about five hundred coolies of a mountain tribe despised by the Cantonese ready to work under the old conditions. Trying to intimidate and if necessary to stop them by force, there were assembled some twenty-five hundred Cantonese coolies and inhabitants of Fashan. These took their stand about 800 feet from the toolhouse and threatened to kill every coolie going to work for the company. As they had some rifles and other arms, matters looked serious. A runner was sent immediately to the next camp, about six miles away, to ask for re-inforcements.

Meanwhile the foreman in charge requested the officer of the Chinese guard to disperse the mob. This he declared impossible. The situation was growing worse and worse. Something had to be done and done at once. The rioters were gaining constant re-inforcements from the town, and if they should come to the conclusion that the foreigners were afraid of them they would certainly rush the toolhouse and exterminate them by the force of numbers. So the foreman again asked for volunteers. All the Americans, four interpreters, two soldiers, and five mountaineers, responded to the call. Arming the interpreters and mountaineers with weapons taken from the cowardly soldiers, the foreman led his forlorn hope against the howling mob. As soon as they left the shelter of the toolhouse they were met with a wild yell and a few stray shots. Without firing a shot in return the little squad advanced steadily against the rioters. Suddenly the howling ceased and the mob stood in open-mouthed wonder as the little band came closer and closer. They probably thought that the foreigners were endowed with some supernatural power that made them bullet-proof. At any rate, as soon as they came within speaking distance the strikers and their sympathizers started back to town on a run. Those who remained showed no more hostility and were at once informed through the interpreters that if the riots did no cease work would be dropped altogether. This was a serious matter to the Chinese, most of whom lead a hand-to-mouth existence at best. They asked for time to think it over. This was once granted, and they were also informed that work would be resumed next morning under the old conditions. Gradually the Chinese dispersed and the situation assumed a brighter outlook.

In the afternoon 125 men of the Viceroy's bodyguard arrived. These soldiers, who are called the "Redcoats," were armed with modern rifles and were of a better type than the company's regular guard. They brought with them a magistrate and an executioner.

During the afternoon word was received that riots had occurred all along the line, in some places even more serious than that at Quappo. In Chit-Wai-Tong the track was torn up and the locomotives derailed. Several men were wounded and others were badly bruised. But with the help of the Viceroy's soldiers quiet was restored all along the line by evening.

LEADERS ARE BEHEADED.

Under the protection of a detachment of the Redcoats the next morning the foreman went to the works, where a big force of coolies were assembled, willing to go to work. The knowledge that the executioner had arrived had caused them to quiet down. Each foreman had a special guard of two soldiers detailed to follow all his steps. At the slightest sign of malice the offender was arrested and brought before the magistrate, who invariably sentenced him to blows ranging in number from 50 to 500, or to the cage, a big, heavy, wooden collar, fitted around the neck and worn sometimes for two weeks without relief. During the morning, with the help of some friendly natives, the ring-leaders of the riot were arrested, brought up for trial and promptly beheaded.

As if these labour troubles were not enough officialdom took a hand in the matter, to the detriment of the company's efforts at discipline

among its employees. About a month after the settlement of this Celestial strike an order came from the Imperial Government at Peking to the railway company to discharge the foreman in command of Quappo camp because of his maltreatment of natives. As the railway will eventually be turned over to the Government, the Government has some control over its affairs, and the company was forced to dismiss the foreman. Besides this an order was issued forbidding foreigners to carry revolvers, as this was supposed to irritate the Chinese. The Chinese Government did not stop to consider that it would be considerably more irritating in the long run to have a lot of foreigners quietly made away with a thing which would most certainly have happened had they not carried arms. Each white man was also forced to sign an agreement not to strike or in any way offend a Chinese. But this was too much. The foreigners took their turn at a strike and lost.

The road is said to be making but slow progress now. More riots have occurred since, and the difficulties with the coolies and with a Government semi-interested and semi-hostile are perennial. The fight is not only against nature.—Ez.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1.91
Do. demand	1.9 13/16
Do. 4 months' sight	1.110
France—Bank T.T.	2.281
America—Bank T.T.	441
Germany—Bank T.T.	1.851
India T.T.	1.351
Do. demand	1.351
Shanghai—Bank T.T.	711
Japan—Bank T.T.	891
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1094

Buying.

4 months' sight L/C.	1.101
6 months' sight L/C.	1.101
30 days' sight San Francisco & New York	451
4 months' sight do.	451
30 days' sight Sydney and Melbourne	1.101
4 months' sight do.	1.101
4 months' sight France	2.321
6 months' sight do.	2.341
4 months' sight Germany	1.901
Bar Silver	26 11 16
Bank of England rate	3 1/2

OPIMUM QUOTATIONS.

Malwa Old	Per chest
Older	1,030/1,100
Older	1,130/1,200
Older	1,230/1,295
Patna New	1,170
Benares New	1,145
Patna Paper	850/880

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY

TELEGRAMS.

(Reuters.)

Russian Search for Contraband.

LONDON, 18th August.
Another collier for Marseilles has been stopped in the same manner. This interference with purely local traffic has redoubled the indignation against the Russian proceedings, and the papers are writing very strong articles on the subject.

LATER.

The British and American Protocols.

Reuter's St. Petersburg correspondent wires, it is understood that Russia's reply will recognise the validity of the British-American views, differentiating between conditional and absolute contraband. The specific cases of seizure, of which Great Britain complains, will probably be reserved for consideration.

(Munich.)

Russians Nearing Gensan.

LAND FIGHTING.

Gensan 8th August.

About five hundred Russian Cavalrymen with two machine guns arrived at Kogen yesterday. They are reported to have killed four Koreans, on suspicion of being Japanese spies.

Between ten and twenty Russian Cavalry were seen near this city this afternoon at 1 o'clock.

Seoul, 9th August.

An official report received here to-day states that about five hundred Russian Cavalry, with two guns, arrived at Tokwon, north of Gensan, yesterday afternoon at 1 o'clock, taking up a position about 2,500 metres from the Japanese pickets. The latter immediately opened fire and the Russians withdrew towards the north at 3 o'clock in the afternoon. They left a Cavalry horse behind them on the field. No loss is reported on the Japanese-Korean side. This morning, at break of day, the Russians attacked the Japanese advanced guard again; but they were at once repulsed.

GOVERNMENT APPOINTMENTS.

REGISTRAR AND DEPUTY REGISTRAR.

H. E. the Governor has been pleased, with the approval of the Secretary of State for the Colonies, to appoint Mr. Arathoun Seth to be Registrar of the Supreme Court, Official Administrator, Official Trustee and Registrar of Companies, in succession to Mr. J. W. Norton Kyshe, retired, with effect from the 10th of May inclusive, and also Mr. J. H. Kemp to be Deputy Registrar and Appraiser in succession to Mr. Arathoun Seth, with effect from 1st August.

THE SANITARY BOARD.

H. E. the Governor has also appointed Major C. L. Josling, R.A.M.C., to be member of the Sanitary Board, instead of Major C. S. Sparkes whose appointment was previously notified, during the absence of Col. W. E. Webb, R.A.M.C.

PORTLAND & ASIATIC S.S. CO.

REPORTED CHANGE.

The business of the San Francisco and Portland Steamship Company and Asiatic Steamship Company is about to be consolidated, says a San Francisco exchange. A new corporation will soon be formed under the name of the Portland and San Francisco Steamship Company for the purpose of handling all the business that is now divided between the two Harbin lines. The combination of the San Francisco and Portland Steamship Company and the Portland and Asiatic Steamship Company does not foreshadow any radical change in existing conditions. It is explained that the consolidation will enable the steamships of the two present lines to be used interchangeably to meet emergency.

U.S. CONSULAR SYSTEMS IN CHINA

Mr. H. H. D. Pierce, who has just concluded a six months' inspection tour of the United States Consulates in the Orient, has investigated certain charges brought against two well-known officials in China, and when interviewed in America on the subject is reported to have said: As a matter of fact I have not written my report and have not even made up my own mind as to what recommendation shall make to the President. There is a mass of evidence upon both sides, which I have taken, but I have not gone over it as yet with a view to my final report, and my mind is still open as to the guilt or innocence of the men charged, and I desire to keep it so until I have thoroughly digested the evidence. I can say, however, that I think the publication of the report will not show it to be as much of a story as is commonly supposed but that, on the contrary, it will prove rather tame. Both men undoubtedly have many enemies, or at least, there are a good many people who do not like them.

Later in conversation Mr. Pierce said, with reference to the United States in the Orient:—There can be no question that the United States has lost influence and precedence with the Chinese through the giving up of the control of the Canton-Hankow Railway. This concession was given to Americans and the Chinese Government wants American control. If the control had passed to private individuals it would not have made so much difference, but the sale to the Belgian King, is regarded as giving ownership to the Belgian Government, and in that China thinks she sees Russia. The disposing of the concession in this manner is likely to seriously affect the granting of other concessions to Americans.

S.S. "GAELIC" ARRIVES

AFTER ENCOUNTERING TYPHOON.

THE STOP AT MIDWAY ISLANDS.

Just in time to prevent the anxiety which was felt as to the whereabouts of the s.s. *Gaelic*, becoming too acute, the ship being already three days' overdue from Shanghai—the Pacific mail liner steamed into the harbour this morning, and dropped anchor about seven o'clock. She left San Francisco two days late, but this was made up on the voyage across the Pacific, though it was lost again in the typhoon, which appears to have been very severe, the *Gaelic* nevertheless escaping the slightest injury of any sort. The passengers were, of course, much alarmed at the pitching and tossing of the great vessel, and the captain and officers did all they could to reassure them. However, they were afraid to stay in their cabins and flocked into the dining saloon, smoking-room and library, where they had spent the night, some of them declaring they had never experienced anything like the way the ship was tossed about by the force of the storm. They assert it was like one series of terrible earthquakes, only more trying to the nerves, and declare that they never would go on a sea-voyage again if once they got safely back to the States. Considering that the *Gaelic* passed through the centre of the typhoon it is marvellous she should have escaped, "without so much as a scratch," as one of the officers remarked.

THE COMMANDER'S REPORT.

Capt. William Finch sends us the following account of the voyage:—

Left San Francisco, July 16th, via Honolulu, and Midway Islands. Had fine weather across the Pacific, and coastwise to Woonung.

August 13th at 10.10 a.m. when between Nagasaki and Woonung in Lat. 31° 51' N. Long. 125° 40' E., met a three funnel, Russian cruiser with one mast forward of after funnel steering S.E. by East, about 10 or 12 knots towards the Van Diemen Straits.

Left Woonung, August 15th at 9.40 a.m. Had moderate E.S.E. wind and fine clear weather to Steep Island. From Steep Island to Heishan, threatening weather with falling barometer, and heavy S.E. swell.

August 16th experienced strong gale with squalls of rain and heavy confused sea; the wind backing from E.S.E. to East and N.E. At 4 p.m. the wind increased to hurricane force with terrific squalls of wind and rain, the wind hauling to East and blowing steadily from that point with a high confused sea, and the barometer falling until 4 a.m. on the 17th inst. when it fell calm, the barometer reaching its lowest reading, 28.02, the ship being in the centre of the storm; the sea was confused and dangerous. The wind in the meantime backed to the N.W. and West, and at 5 a.m. commenced blowing with great violence from the West with terrific squalls, the sea becoming tremendously high, confused, and dangerous, and continued until 10 a.m. when the sky started to clear, and the wind and sea moderating towards noon, gradually changing to the S.W. with the barometer rising fast, and the sea becoming quite smooth.

From Heishan to port had moderate to light S.W. winds and fine weather.

AT MIDWAY ISLANDS.

A very interesting incident of the voyage was a visit to the Midway Islands with stores and supplies for the small community of settlers inhabiting there, and which number in all 95 persons. These islands are under the naval rule of the United States, and offices, warehouses and godowns are being built, and the place is garrisoned by a lieutenant and twenty marines, with a staff doctor. Nearly every one of the inhabitants is British; among them all are only two ladies, the wives of officials. The soil is very sandy, over the coral of which the island is, and no vegetation grows there, but experiments are now being made to cultivate buffalo grass in order to bind the sand. While the *Gaelic* was at Midway Islands the doctor unearthed the dried (not petrified) thigh bone of a mastodon, which was described as of enormous size, though no other bones were brought to light. By digging four feet below the surface, beautiful clear pure water is obtainable, which is slightly sweet in taste, and clear as crystal. Black tern abound in myriads, albatross build their nests along the rugged shore, and a great trade is done in the feathers of the former birds, which breed and swarm like partridges, while the manner in which their young run and scream through the brush made the officers think the place was alive with those birds. It was on this island that the old *Wandering Minstrel* went ashore in 1887 and lay there for fourteen months during which many of her ill-fated crew died from scurvy. When the Americans first took over the islands they found a party of some 43 Japanese, who, among them, had collected a quantity of feathers which was valued at \$11,000 gold; but as small-pox was rife among them they were chased out of the islands, feathers and all. From Midway Islands until they ran into the typhoon there was no other incident of note during the rest of the *Gaelic*'s voyage.

As mentioned in these columns a few days since the *Gaelic*, for years past plying between this port and the United States, is to be sent back to England to her owners, the White Star Company, the first of the coming year. Of all the liners running across the Pacific the *Gaelic* is the oldest, with the greatest number of voyages to her credit, now closely approaching the hundred mark.

Writing with reference to the steamship *Thetis*, the *Norddeutsche Allgemeine Zeitung* (we learn from a despatch to the Foreign Office in Tokio—quoted by the *Japan Mail*) says that it would be a mistake to regard the sinking of the vessel as an unfriendly act on Russia's part. There is no reason why the matter should not be amicably settled by diplomatic methods. In all issues arising out of Russia's treatment of German ships the German Government has no reason to doubt Russia's friendship.

S.S. "AGINCOURT."

WILL PROBABLY BE SALVED.

HER POSITION DESCRIBED.

It will be remembered by our readers that news was received in Hongkong some days ago that the s.s. *Agincourt* had stranded on Hainan Island, inside Namking Island, and required assistance. The vessel was on a voyage from Nagasaki to Calcutta, via Singapore, in water ballast, and with some 600 tons of bunker coal aboard. On the 1st August, between the Pameles and Hainan Island, and when about 100 miles E.S.E. of the latter, she was struck by a very severe typhoon, the glass registering 27.50, the lowest ever recorded. The wind and sea rose to such an extent that the vessel became quite unmanageable. She was continuously enveloped in spray and rain, heavy seas also dashing over her and sweeping her decks from stem to stern. The wind later on attained such violence as to blow the hatches off. They were replaced and spiked to fore and aft beams and lashed, but the wind caught them again and tossed them away like straws. As the fury of the storm increased efforts were made to batten down the hatches and cover them with tarpaulins, but this was found impossible, as the men could no longer stand on deck, in the face of such a hurricane. And all this time the unfortunate vessel was drifting on entirely at the mercy of wind and wave. The Captain made every effort to get his ship before the wind, but it was out of the question; she would not answer to her helm, though she was kept going at full speed. At about 10 a.m. the wind suddenly caught the stokehold ventilator and carried it clear over the side as though it were a mere cork shot from a pop-gun. All awnings had, of course, been taken in at the first sign of the falling glass, but the beams were broken sharp off like matches and the stanchions bent out of shape. So thick was the weather that it was impossible to see far away from the ship, and no land could be seen anywhere, until at 5 p.m. a change was noticed in the colour of the water, which indicated their approaching land. The vessel rapidly drifted nearer, and though no shore could be seen until some minutes before she struck, she had soon buried her nose in a soft, sandy beach and was hard and fast ashore. That was at about 6 p.m. and all that night a terrific gale was blowing, and the *Agincourt* bumped heavily at first in the tremendous swells, until she settled down in the sand, and sat steady. The ship, having no cargo, was very light, and thus was easily carried on the drift of the sea. And this lightness was a very fortunate circumstance in one way, as when she bumped considerable damage must inevitably have been done. Seeing how matters were the chief and second officers and the crew went off in a junk, heading for Hoilow, but up to date they have not been heard of, and it is not known whether the junk foundered, or met with pirates, or what her fate may have been. This has naturally been a cause of great anxiety to the Captain, who has requested the aid of a government boat to go in search of the missing men, or ascertain their fate, if lost.

THE SURVEYING PARTY.

It is very remarkable that, driven helplessly about in such a sea the *Agincourt* sustained no other damage than mentioned above. As soon as the news of the stranding of the steamer reached Hongkong, Mr. N. Mumford, Lloyd's Surveyor, at the request of Messrs. Gilman and Co., accompanied by a staff of 30 dock engineers, together with pumps and all salvage appliances, proceeded in the s.s. *Hailong* to the scene of the disaster. It was found that the vessel was lying with her starboard broadside on the sandy beach about 800 feet from a ridge of rocks, just inside Pigs Head Point, on Hainan Island, with a sandy stretch running right out to the ship's side making it quite possible to work right alongside her. She is rather deeply imbedded in the sand from stem to stern. There are some feet of water in No. 1 and No. 2 holds and some in the stoke hold, which had evidently got through from No. 2; but it had been kept under by the use of the donkey pump, while the after holds were leaky. A diver sent down could find only a small hole in No. 1 hold—possibly a strained seam caused by the heavy bumping during the last of the hurricane. The fore peak was, however, intact. It is anticipated that if the weather continues fine, as soon as the N.E. monsoon sets in, it will be quite possible to save the vessel. But should another typhoon strike her she will probably be entirely lost. At present she is lying as solid as a rock on her sandy bed, but the heavy swell on, at this season, on her sea side renders it impossible to do anything, at present in the way of salvage.

Immediately on her return here the *Hailong* went over to the Kowloon and Whampoa Dock where all the loose articles saved were discharged, together with the salvage gear taken down.

Another account says:—

The Douglas Steamship Co.'s s.s. *Hailong* arrived at Chuc-tau Anchorage, (a small bay south of Hainan Island) on the 17th inst., having on board Mr. Mumford (Lloyd's Surveyor) and staff, consisting of engineer and diver, etc., with an equipment of powerful pumps. Immediately on arrival a boat was launched to convey Mr. Mumford to the ill-fated s.s. *Agincourt* which went ashore during a typhoon, and drifted over 100 miles from her course. The ship being light and the wind blowing with great violence from the southward, drifted her bodily into the harbour. The weather being thick with haze, land was only sighted about two minutes previous to going ashore.

The unfortunate vessel is now almost high and dry on a sandy beach, situated in Lat. 18° 30' N. Long. 110° 18' E. (approx.), with her fore hold half full of water.

INHOSPITABLE NATIVES.

As the natives appeared not the least hospitable and swarmed along the beach in great numbers, apparently contemplating whether it was worth while "running the gauntlet" and

loot the ship, her captain considered it prudent to send some considerable miles inland to the mandarin for protection, and eventually a large body of Chinese troops, fully armed, were sent off. Even then the natives continued to congregate in increasing numbers and appeared to be keeping a most vigilant watch on the ship, so it was deemed prudent to strip the vessel of nearly all deck fittings, such as compasses, wire reels, etc., including most of her steam piping that could be got adrift in the engine room, all of which was transhipped to the *Hailong* by means of life-boats manned by the crew of that vessel, who experienced much difficulty, owing to a high south-easterly swell running, with a mountainous surf inshore. On three occasions this washed the life-boats high and dry on the beach, but as they happened to be loaded with only light gear at the time, nearly everything was recovered, and the crews bravely manned their boats again in a most determined manner and eventually got their craft off the beach successfully; but in doing so they were tossed about like shuttle-cocks in the air. However, after bringing nearly everything that was moveable away, the *Hailong* sailed for this port, where she arrived last evening and is now discharging.

THE CREW.

The third officer of the s.s. *Agincourt* (Mr. Isaac) came here by the *Hailong*; the second officer and crew sailed in a junk for Hoilow about a fortnight ago.

The s.s. *Agincourt* is a new steel vessel, being only delivered from the builders last April. She was built at Howdon, Newcastle-on-Tyne, by the Northumberland Shipbuilding Co., and is 2,768 tons reg., and has iron decks; her cost was £50,000. She was commanded by Captain Warsnop. She is of the common tramp type of vessel, with two well decks, and iron decks, fore and aft, and nothing pertaining to extravagance in fittings either on deck or below.

Mr. Mumford was to him visited the *Baron Gordon* during this trip, but at the last moment was notified that it was not necessary for him to do so.

TURBINES FOR WARSHIPS.

WHAT ADMIRAL BRIDGE SAYS.

Admiral Sir Cyprian Bridge, G.C.B., of the British navy, who before his retirement on March 14th was Commander-in-Chief on the China station, regards turbine engines, if found practicable for large ships, one of the greatest possible improvements that could be added to a warship. He also considers very large battleships undesirable, believes that the only defence against torpedo boat attack is offensive action, and calls the submarine "only a handicapped torpedo boat."

"I have read with a great deal of interest of the experiments of the American navy with turbine and their probable installation in scout ships," said Sir Cyprian to a representative of the *New York Herald*. It seems to me, if they are found practicable for large ships at all, they would be equally advantageous for any kind of fighting vessel.

EASILY PROTECTED.

"One serious defect of the modern fighting vessel is the inability to protect her vital parts—her engines—on account of their position. The cylinders, if not above the water line, are considerably above the position in which they are naturally protected—by immersion. Consequently there is necessary a special disposition of armour. A turbine engine, as compared with the type now in use, does not occupy a perpendicular position, but is placed flat, fore and aft. If it lies so low down as I think would be the case, that its surface is below the water it gives relief from almost all difficulties in protecting it specially against the enemy's shot."

"In the present type of engines there is a multitude of moving parts, and every moving part in a man-of-war's engine is a constant source of anxiety and a highly probable source of accident. The turbine engine rids a vessel of a wilderness of rods and levers, and, besides the advantage I mentioned, it takes up much less room than the present type."

"I see no new lesson from torpedo-boats in the present war in the East. My view is there is only one way to defend yourself effectively against torpedo attack, and that is to assume a vigorous offensive. If you go hunting a squadron of torpedo-boats they will have quite enough to occupy them in looking out for themselves. The essence of a torpedo-boat is attack by surprise—to get in unobserved, launch a torpedo, and get away. If you simply remain quiet and trust in an obstruction which you put around you, an active, vigorous assailant is bound to find a soft place in it, for there is no armour yet made but what has its weak spot."

SUBMARINES TOO SLOW.

"I do not regard the submarine as progress. In my mind it is a somewhat handicapped torpedo boat. As I said, a torpedo boat depends on suddenness, and it also depends on invisibility by which suddenness of attack is aided. If it can leave its base, reach its objective, deliver its attack, and get nearly back to its base before daylight, it has a very great prospect of escaping with impunity. To do this it is obvious that it must have high speed. The submarine becomes invisible only when near the object of attack. It is then more completely invisible than the ordinary torpedo boat, but it has to pay what I regard as the very high price of relatively extreme slowness in movement. I don't think a submarine has been constructed, or is likely to be, that can cover more than nine or ten knots per hour. Therefore the apparent advantage of temporary invisibility is neutralised by lack of speed."

H.M.S. "GLORY."

"Battleships, when very large, are ineffective. The modern battleship is a fortress afloat, and the land is the place for a fortress. To my mind, it is inadvisable to build battleships larger than the *Kearsarge* and *Kentucky*, and even they are a bit large. The *Kentucky*, by the way, is a remarkable ship. I have been over her, and think her internal arrangements admirable. As a fighter, I do not rate her superior to H.M.S. *Glory*, my late flagship."

Admiral Sir Cyprian Bridge, though only 65 years old, has served under the flag of his country nearly 52 years. He was under fire several times in the Crimean war, was in a naval brigade during the Indian Mutiny, and has taken part in many minor campaigns.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of the 19th inst., Messrs. Benjamin, Kelly & Potts write:—

A considerable business has been transacted during the week showing in most instances a decided gain to holders.

The Hongkong Hotel Company, Limited, has advertised its ordinary half-yearly meeting for the 27th August. The transfer books will be closed from the 21st to 27th instant, both days inclusive.

The Hongkong and Kowloon Wharf and Godown Company, Limited, has given notice of an extraordinary general meeting to be held on 31st August for the purpose of considering and, if thought fit, passing the subjoined resolutions: (1.)—That the capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each. (2.)—That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in proportion of one new share for every three shares then held by them. (3.)—That the amount due for the new shares be called up on the 31st December, 1904.

The following dividends are announced: (1.)—Astor House Hotel Company, Limited, (Shanghai), \$2½ per share for year ending 30th June, 1904. (2.)—Shanghai Amara Tobacco Company, Limited, Interim of 1½ per share account 1904. (3.)—Menschappi (or Myun, Bosch, et al.) Ammoniumsulphate in Langkat: third quarterly dividend of Tls. 10 per share, account 1904, payable on 15th proximo.

Banks.—Hongkong and Shanghai Banks have again been negotiated at \$6½ and close steady. The sterling quotation in London is £67 15½. There is no alteration in the price of Nationals.

Marine Insurances.—Unions have been disposed of at \$540 and \$542 at which latter figure more shares are wanted. China Trade is without business at \$63. Cantons have changed hands at the improved rate of \$210 and are still inquired for.

Fire Insurances.—Nothing has transpired in either stock which remain steady at quotations.

Shipping.—Hongkong, Canton and Macao Steamboats have depreciated and have been parted with at \$28 ex the dividend of \$1½ paid on the 17th inst. Early in the week, Indo-China were sold down to \$111, but later the market strengthened and shares changed hands at \$112, \$113, \$114 and \$115, closing firm. China and Manilla continue in demand at \$26. Douglas Steamships are also wanted at \$35. Star Ferries have been booked at \$38 and \$28 for the old and new shares respectively. Shell Transports have further risen and are inquired for at 24½. Shanghai Tugs have buyers at Tls. 47 (ordinary) and Tls. 46 (preference).

Refineries.—China Sugars dropped to \$180, but have since hardened and sales at \$181 to \$187 have been effected, the market closing firm at \$188. There is no business to report in either Luzons or Perak Sugars.

Mining.—Kaubs have been placed at \$64 and \$7. Chinese Engineering have found buyers at Tls. 6.30.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further appreciated and after sales at \$227, \$228, \$230, \$232 and \$235 are in further request at the last figure. Farinams continued to advance up to Tls. 180, but, in consequence of weak holders realizing profits, receded to Tls. 170. Since then, however, the market has firmed and shares have been dealt in at Tls. 170 and Tls. 172½, at which latter rate there are further inquiries. Kowloon Wharfs are slightly easier and have been placed at \$117, closing with sellers at \$116. Hongkew Wharfs experienced a smart rise, and after sales at Tls. 152½ have jumped to Tls. 160, at which price shares are inquired for.

Lands, Hotels and Building.—Hongkong Lands have found buyers at \$153. Shanghai Lands are obtainable at Tls. 112. Hongkong Hotels have declined to \$134 sales. Astor House Hotels have been placed at \$34. Indo-China Colonies are reported sold at Tls. 11. Humphreys Estate have been done at \$124 and \$13 with further shares offering at the higher rate.

Cotton Mills.—Are unchanged and without business.

Cigar Companies.—Sumatras have been bought at Tls. 66.

Miscellaneous.—Green Island Cements are wanted at \$29½ after sales at the rate. A.S. Watsons are also easier at \$15½. Watkins can be placed at \$9. Electrics have been sold at \$15½ for the old issue; the new shares are quoted at \$9½. Ices have risen to \$247½ and are wanted. Hall and Holz have been done at \$30 and \$31 and close with further small buyers at the latter rate. Steam Waterboats have changed ownership at \$19. William Powells have been fixed at \$12. A large line of Central Stores (new issue) have been taken off the market at \$7½. In Langkats, business has been transacted at Tls. 310.

Co-Day's

Advertisement.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance*'s wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " " \$3.00, " " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.

Hongkong, 8th August, 1904. [19]

To-day's Advertisements.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half-year ending 30th June last at the rate of ONE POUND AND TEN SHILLINGS STERLING PER SHARE OF £125 is Payable on and after MONDAY, the 22nd day of August current, at the Offices of the Corporation, where Shareholders are requested to apply for WARRANTS.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [957]

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAMES CHRISTIE.

EVERY SATURDAY NIGHT.

A High-class Performance by Clever Artists, introducing the latest

SONGS!

DANCES!!

AND SKETCHES!!!

COMPLETE CHANGE OF PROGRAMME

EVERY SATURDAY.

Overture 9 o'clock, Performance 9.10 to 10 sharp.

Prices.....\$2 and \$1.

Two Special Trams will be held until the conclusion of the Performance.
Hongkong, 19th " " 1904. [950]

NOTICE.

THE HONGKONG-MACAO LINE.

THE S.S. "CHU KONG" will take the place of the S.S. "WING CHAI" from MONDAY, the 15th instant, until SUNDAY, the 21st, on which both the steamers will run Excursion trips to MACAO. First-class return ticket \$2 only. Passengers of one steamer are allowed to return by the other, if so desired. The "CHU KONG" will leave on SUNDAY at 7.30 A.M., and returns at 3 P.M. The "WING CHAI" departure will be as usual.

MING ON & Co.

Hongkong, 17th August, 1904. [16]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 26th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 20th August, 1904. [955]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"GAELIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 26th instant will be subject to rent.

All Claims must be sent in to me on or before the 29th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 20th August, 1904. [11]

Intimation.

Shipping- Steamers. OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAM NAV. CO., LD. JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	26th August.
GLASGOW and LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW and LIVERPOOL	"TELEMACHUS"	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	13th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	7th September.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	23rd August.
SWATOW, CHEFOO and TIENTSIN	"KANSU"	25th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. ‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th August, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 20th August, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON, OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1904.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Shipping- Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

"KWONG CHOW" 1,130 Tons. Captain J. P. MARTIN. "KWONG TUNG" 1,130 Tons. H. W. WALKER. Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted). Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted). These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey\$4 Meals(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, QUEEN'S ROAD WEST. Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About "LOWTHER CASTLE" 22nd August. "ATHOLL" 20th September.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents. Hongkong, 20th August, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on MONDAY, the 22nd instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 15th August, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the above Ports, on or about WEDNESDAY, the 24th August.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent. Hongkong, 17th August, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA,"

Captain, will be despatched as above, on THURSDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Agents. Hongkong, 17th August, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about SATURDAY, the 2nd September.

For Freight, apply to

SHEWAN, TOMES & Co., General Agents. Hongkong, 4th August, 1904.

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

Captain G. C. Cundy, will be despatched for the above Ports, on or about WEDNESDAY, the 7th September.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents. Hongkong, 11th August, 1904.

Shipping- Steamer.

FOR KOBE.

THE Steamship

"OCAMPO,"

Captain G. G. Graham, will be despatched for Kobe on the 22nd instant.

For Freight or Passage, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 18th August, 1904.

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

15, DES VOUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIHLERS' PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES. Hongkong, 15th December, 1903.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party, by the introduction of THE NEW FRENCH REMEDY THERAPION.

a complete revolution has been wrought in this department of medical science, while thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for diseases from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of strictures and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, skin diseases, and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for neuralgia, neuritis, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, loss of appetite, indigestion, pains in the back and head, and all those disorders resulting from early error and excess which the faculty is positively ignorant, because no attempt is made to cure or even relieve.

THERAPION (as used by principal Chemists throughout the world. Price in England 2/6 & 4/6. In ordinary state which of the three numbers required, and also note that the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & Co. Hongkong, 10th January, 1903.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 15th September, 1903.

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 111, Des Vaux Road.

IS now in a position, in his New and Com-

modious Premises, to undertake, and therefore ALL PHOTOGRAPHIC ART PRACTICES in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12th November, 1903.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free. Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

M. H. CHAUN, D.D.S., 37, Des Vaux Road CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A. Hongkong, 4th June, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 16th August, 100 cts. per 5 Mx.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 15

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" Serjoin—Ngau Lau 26

" Sausages—Ngau Yuk Chong 26

Bullock's Brains— " Know 9

" Tongue fresh—Ngau Li 45

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin 14

" Feet—Ngau Kerk 45

" Kidneys—Ngau Yiu 8

" Tail—Ngau Mei 16

" Liver—Ngau Con 16

" Tripe (undressed)—Ngau To 5

Calves' Head and Feet—Ngau-chai-tau-keok 75

Mutton Chop—Yeung Pai Kwat 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 22

Pigs' Chittlings—Chi cheong 16

" Brains—Chi Know 12

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 15

" Heart—Chi Sum 8

" Kidneys—Chi Yiu 7

" Liver—Chi Kon 26

Pork, Chop—Chi Pai Kwat 23

" Corned—Ham Chu Yuk 24

" Leg—Chu Pei 24

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau 50

" Keok 50

" Heart—Yeung Sum 6

" Kidney—Yeung Yiu 10

" Liver—Yeung Con 16

Sucking Pigs, To Order—Chu Chai 24

Suet, Beef—Sang Ngau Yau 17

" Mutton—Sang Yeung Yau 22

Veal—Ngau Chai Yuk 15

" Sausages—Ngau Chai Yuk Tong 18

POULTRY.

Chicken—Kai Chai 28

Capons, Large, Small—Sin Kai 30

Ducks—Ap 17

Doves—Pan Kau 17

Eggs, Hen—Kai Tan 20

Fowls, Canton—Kai 32

" Hainan—Hoi Nam Kai 36

Geese—Ngai 21

Geese, Wild Shanghai—Sheung Hoi Ye 21

" Ngo 21

Musk Deer—Wong Keng 21

Hare—Tu Chai 21

Partridge—Che Khoo 21

Pheasant—Shan Kai 21

" Ngai 21

" Hoihow—Hoihow Pak Kup 21

Quail—Um Chuan 21

Rice Birds—Wo Fa Cheuk 21

Snipe—Sa Chui 21

Turkeys, Cock—Fo Kai Kung 65

" Hen 50

Wild Ducks, Shanghai, Sai Ap 50

Teal, Shanghai, Sai Ap Chai 50

Wild Ducks Canton—Sang Shing Sui Ap 50

FISH.

Barbel—Ka Yu 14

Bream—Bin Yu 14

Canton Fresh Water Fish—Hoi Sin Yu 14

Carp—Li Yu 14

Catfish—Chik Yu 14

Codfish—Mun Yu 14

Crabs—Hai 12

Cuttle Fish—Muk Yu 11

Dab—Sa Mang Yu 14

Dace—Wong Mei Lun 14

D

Entertainment.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Two years.....	75.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " " " " " " " " " "	10 " "
12 " " " " " " " " " "	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES

PAMPHLETS.

CARDS.

CIRCULARS

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
HONGKONG.

For Sale.

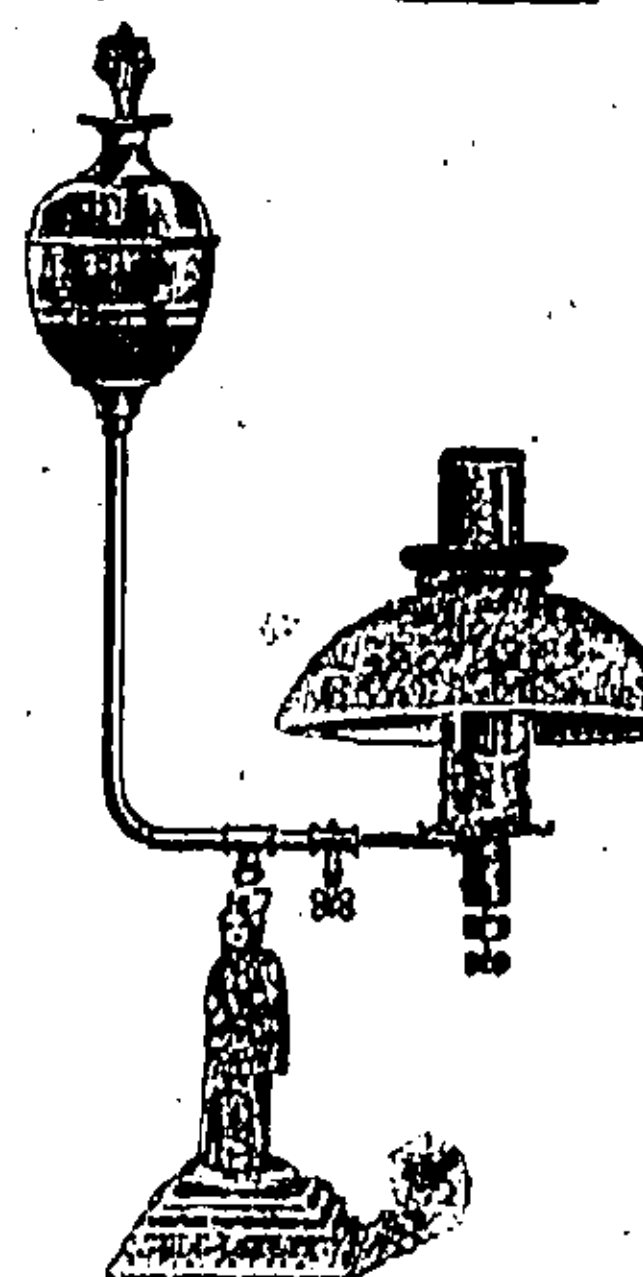
FOR SALE.

ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full particulars, apply to
HUGHES & HOUGH,
8, Des Vaux Road

Hongkong, 27th June, 1904. [769]

FOR SALE.



INCANDESCENT
Lamps of all
descriptions from the best
makers.

Incandescent
Lamps, Chandeliers,
Globes, Shades,
Gasolines and
Gas Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of the
best kind
kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 17th November, 1913. [31]

Shipping.

Gaelic, Br. s.s., 2,691, W. Finch, R.N.R., 19th
Aug.—San Francisco 16th July, Honolulu
23rd, Yokohama 9th Aug, Kobe 11th,
Nagasaki 12th, and Shanghai 15th, Mails
and Gen.—O. & S. Co.
Taming, Br. s.s., 1,342, Pennefather, 19th Aug.—
Manila 16th Aug, Gen.—B. & S.
Hailong, Br. s.s., 783, C. A. Mutton, 19th
Aug.—Huei-tsu Anchorage (Hainan Id.)
18th Aug, Salvage Gear.—D. L. & Co.
Petrarch, Ger. s.s., 1,252, Ch. Ahrens, 19th
Aug.—Saigon 19th Aug, Rice and Rice-
flour.—Wing Sing & Co.
Rammoor, Br. s.s., 1,394, Wilcox, 20th Aug.—
Venice, (Italy) 11th June, Case Oil.—
Orler.
Mathilde, Ger. s.s., 678, G. Schlaikier, 20th
Aug.—Swatow 19th Aug, Gen.—J. & Co.
Per Mathilde, from Swatow—too Chinese.
Pisanulok, Ger. s.s., 1,246, C. Fuchs, 20th Aug.—
Swatow 19th Aug, Rice.—B. & S.

Clearances at the Harbour Office.

Kwongtung, for Canton.
Kwongtung, for Cebu.
Rubi, for Manila.
Chungking, for Macao.
Itha Verde, for Macao.
Kwon-chew, for Canton.
Emma Luyken, for Samarang.
Hongkong, for Hongkong.
Albatross, for Canton.
Anghin, for Bangkok.
Lianan, for West River.
San Cheng, for Canton.
Ranmoor, for Yokohama (Japan).
Pak Kong, for West River.
Yin-king, for Canton.
Chi-yen, for Shanghai.
Hing-shing, for Swatow.
Hing-shing, for Nagasaki.
Alaka, for Canton.
Karin, for Cheloo.
Fooking, for Saigon.
Hot Ho, for West River.
Jacob Diederichsen, for Hoihow.
Kensington, for Panama.

Destinities.

Aug. 20.

Rubi, for Manila.
Hongkong, for Hongkong.
Anghin, for Bangkok.
Sardapan, for Singapore.
Pria Valentin, for Bangkok.
Idem, for Shanghai.
Merc des Wei-hai-wei.
James Brand, for Bal' Papan, (Borneo).
Kensington, for Panama.
Itachin, for Swatow.
Chi-yen, for Shanghai.

Passengers arrived

Per Hailong, from Chuctau, Anchorage—
Capt. Worsnop, and Mr. Isaacs, s.s. Agincourt.
Per Gaelic, from San Francisco, &c.—Messrs.
W. C. Bennett, A. Jenkins, J. D. Potter, Mr. &
Mrs. Thos. J. Smith, Messrs. Allan Cameron, F. P.
Hett, A. Tung and servant, H. Forst, R. A. Mc-
Williams, C. Shoemaker, Mrs. Geo. L. Ying
and 5 children, Mrs. S. McGrew, Mr. and Mrs.
Adam Gibson and child, Mrs. J. A. Tarrant,
and Mr. S. N. Karangie.

Passengers departed.

Per Rubi, for Manila—Mrs. Eugenia Robles,
Genarosa Carriomito, Masters Jose Robles,
Te Hanco and Ladislao Pascualon, Dr. T. E.
Wilson, Misses Dolores Robles, Luisa Robles,
Clarina Robles, Maria Robles, Lourdes Robles,
Carmin Atienza and Carita Ruiz, Messrs. R. N.
Ong Yee Cway, Ong Lingco, A. Jadin, Federico
Robles, Ang Pao, Ong Tan, Ahmet Rumjahn,
B. H. Macke, V. Atienza, Vicentini, A. G.
Putnam, Thos. C. Douglas, Pedro Antiquias,
Fresco Sevilla, Makon Khan, J. W. Callaghan,
Abdol Rahman, R. A. McWilliams, A. Jenkins,
C. Shoemaker, J. D. Potter, Rimli Kubola and
S. F. Gaches.

Shipping Report.

Str. Taming from Manila—Fine and clear
weather, smooth sea.

Steamers Expected.

Vessels	From	Agents	Due
Pundua	Singapore	J. M. & Co.	Aug. 22
Lightning	Singapore	D. S. & Co.	Aug. 23
Formosa	Singapore	P. & O. Co.	Aug. 23
Ernest Simons	Singapore	M. M.	Aug. 24
Scandia	Singapore	C. H. J. L.	Aug. 24
Tilapat	Kobe	C. J. L.	Aug. 24
Mongolia	Japan	P. M. Co.	Aug. 27
Kumsang	Singapore	J. M. & Co.	Aug. 29
Aragon	Japan	P. & A. Co.	Aug. 30
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 6
Chingtu	Sydney	B. & S.	Sept. 7

Vessels in Port.

STEAMERS.

Anglo-Australian, Br. s.s., 2,581, O. H. Lewis,
11th Aug.—New York via Singapore 11th
June, Case Oil.—S. O. Co.
Ataka, Br. s.s., 1,391, I. Park, 18th Aug.—New
York 13th June, Petroleum.—S. O. Co.
Austria, Aust. s.s., 4,879, R. Colledani, 17th
Aug.—Trieste 17th June, and Singapore
12th Aug, Gen.—S. W. & Co.
Changsha, Br. s.s., 2,300, T. Moore, 15th Aug.—
Sydney via Ports 19th July, Gen.—B. & S.
Devawongse, Ger. s.s., 1,057, Ch. Kumpel, 10th
Aug.—Bangkok 4th Aug, Rice.—B. & S.
Emma Luyken, Ger. s.s., 1,160, H. Martens,
28th July—Singapore 22nd July, Sugar
and Nuts.—Chinese.
Empress of India, Br. s.s., 3,032, O. P. Marshall,
16th Aug.—Vancouver 25th July, and
Shanghai 13th Aug, Mails and Gen.—C.
P. R. Co.
Foo Shing, Br. s.s., 1,423, T. Arthur, 14th Aug.—
Moji 8th Aug, Coal.—J. M. & Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
19th Aug.—Pakhoi via Hoihow 18th Aug,
Gen.—J. & Co.
Karin, Swed. s.s., 697, G. Petterson, 15th Aug.—
Sourabaya 5th Aug, Sugar.—S. W. & Co.
Korat, Ger. s.s., 1,998, H. Hirbner, 16th Aug.—
Singapore 26th July, and Bangkok 9th
Aug, Gen.—M. & Co.
Laertes, Br. s.s., 1,341, J. B. Jackson, 13th Aug.—
Saigon 9th Aug, Rice and Meal.—Wo
Fat Sing.
Lothian, Br. s.s., 3,222, H. C. Williamson, 4th
Aug.—Salina Cruz 3rd June, Ballast.—C.
S. S. Co.
Mausang, Br. s.s., 1,644, S. J. Payne, 10th Aug.—
Sandakan 4th Aug, Timber.—J. M. & Co.
M. Struve, Ger. s.s., 966, P. Brandt, 18th Aug.—
Tamsui 14th Aug, Coal.—J. M. & Co.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 13th
Aug.—Calcutta via Penang and Singapore
30th July, Gen.—J. M. & Co.
Ocampo, Br. s.s., 1,311, G. G. Graham, 16th
Aug.—Mororan 6th Aug, Coal.—D. & Co.
Orange, Nor. s.s., 1,001, Joh. Dannevig, 19th
Aug.—Bangkok 12th Aug, Rice and Rice-
meal.—S. W. & Co.
Quang Nam, Fr. s.s., 710, V. Jean, 17th Aug.—
Saigon 10th Aug, Rice and Gen.—B. &
Co.
Samsen, Ger. s.s., 998, F. Richwaldt, 17th Aug.—
Koh-chang (Bangkok) 11th Aug, Rice.
—M. & Co.
Shanlung, Br. s.s., 1,837, J. Manach, 8th Aug.—
Java Ports 30th July, Gen.—B. & S.
Sikh, Br. s.s., 3,216, James Rowley, 5th July.—
New York 4th May, Gen. and Case Oil.—
D. & Co. Ltd.
Suisang, Br. s.s., 1,776, J. Young, 17th Aug.—
Pekalongan (Java) 8th Aug, Sugar.—J.
M. & Co.
Tailu, Ger. s.s., 1,083, C. Ulberfeldt, 11th Aug.—
Saigon 6th Aug, Rice and Rice-flour.—
E. T. Co.
Tsinan, Ger. s.s., 1,002, O. Koch, 17th Aug.—
Bangkok 10th Aug, and Koh-chang
11th, Rice, Wood and Gen.—B. & S.

SAILING VESSELS.

Relips, Br. ship, 2,978, J. McBryde, 10th May.—
New York 10th Dec. 1903, Case Oil.—
S. O. Co.
E. B. Sutton, Am. ship, 1,630, Johnson, 19th
July.—Cheloo 20th June, Ballast.—Order.
Eve T. Ray, Am. bq., 918, Kerten, 6th Aug.—
Manila 20th June, Timber.—Order.
Kentmere, Br. bq., 2,334, Burch, 14th June.—
New York 20th Jan, Kerosine.—S. O. Co.
Sokoto, Br. s.s., 2,193, Wm. Bourke,
1st Aug.—New York 3rd April, Petroleum.
—S. O. Co.
Trongate, Br. bq., 949, A. Hutton, 28th May.—
Fremantle 23rd May, Sandalwood.—
Gilman & Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock.
H.M.S. Leviathan ... " "
Lothian ... " "
Changsha ... " "
H.M.S. Taku ... " "
Devawongse ... " "
Shantung ... " "
Cosmopolitan ... " "

Ships Passed The Canal.

Outward—15th July—Scandia, Armanis,
Sambis, 20th July—Brishkul, Ataka, 23rd
July—Albenga, Formosa, Rosita, Idomenus,
Ranmoor, 27th July—Dardanus, Claverburn,
Bicycle, 30th July—Annam, Tydeus, El-
leric, 3rd August—Dante, Ernest Bulysier,
Simons, Seydlitz, 6th August—Telenachus,
Japan, 9th August—Eidvold, Alexandra,
Bayer, Ambria, Balfour, Seneca, 13th August—
Malacca, Patroclus, Heathclen, Suvila,
Barots, 17th August—Baronclon, Ron.

Homeward—15th July—Pera, Polynesian,
Pak Ling, 27th July—Seydlitz, 9th August—
Trelie, Yang Tse, Benleuch, 13th August—
Candia.

Arrivals at Home—15th July—Aleinous.

Olendurg, Prometheus, Australien, 23rd
July—Glenhurst, Sachs, 31st July—Hortu-
lus, Education, 27th July—Marguti Bac-
quhem, Strasbourg, 30th July—Zelen, 3rd
August—Trenk, 6th August—Ceylon, 9th
August—Bennahr, Himalaya, Seydlitz, Mon-
mouthshire, Agamemnon, 13th August—Var-
ro, Seydlitz, Main.

TO-MORROW.

8. John's Cathedral, Hongkong.
The following will be the order of service
to-morrow:—
Holy Communion 7.30 a.m., Matins 11 a.m.,
Responses: Ferial, Venite: Baraby, Psalms:
Smart and Pye, Te Deum: Jubilate: Calkin in
D. (131), Hymns 14 and 249.
Holy Communion 12 noon, Kyrie: Hopkins
in C. (73), Offertory Hymn: 232.
Evangelion 5.45 p.m., Responses: Ferial,
Psalms: Crotch and Medley, Magnificat: Trent
in A, flat, Nunc Dimittis: Turle in F, Hymns:
250, 298 and 223, Vesper Hymn: Ward (No. 2).
Voluntaries: Postlude—Smart, Adagio—
Kuhlau.
8. Peter's Seamen's Church.
Queen's Road West.
Twelfth Sunday after Trinity.
Morning Prayer 11 a.m., Venite, Aylward;
Te Deum, Oakley; Jubilate, Jackson;
Hymns, 160, 228, 29 and 222. Kyrie.
Holy Communion 12.15 p.m.
Evangelion Magnificat, Hawes; Nunc Dimittis
in F, Foster; Hymns, 262, 227, 26 and 11.
The Church launch Daylight will call on
ships carrying white crews to bring friends
ashore to the services between 9.15 and 10.30
a.m., and between 2.15 and 6 p.m. (Kowloon
Police Pier, 10.30 and 6 p.m.): returning after-
wards. The Answering Bannet is the Call
flag. All the sittings are free and unappropri-
ated. Visitors welcome. Books, &c. provided.
Sunday school 10 to 10.45 a.m.
Roman Catholic Cathedral—Mass at 6 a.m.,
7 a.m., 8 a.m., and 9.30 a.m. Benediction,
5.30 p.m.

German Bethesda Chapel, West Point—
Morning Service, 11 a.m.
St. Francis Church, Wanchai—Mass (Chin.)
6 a.m., (Port.), 7.30 a.m. Benediction,
5 p.m.
St. Joseph's Church, Garden Road—Morning
Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass,
8 a.m.
United Church—Services, 11 a.m., and 6 p.m.
 Wesleyan Methodist Church, Wanchai.
Sunday 10.15 a.m. Worship.
" 3 p.m. Sunday School (Autumn
and Winter).
" 6 p.m. Worship.
Thursday 7.30 p.m. Bible Reading.
Books provided, all seats free and unappro-
riated.

SOLDIERS' AND SAILORS' HOME,
ARSENAL STREET.
Sunday 2 p.m. Men's Bible Class.
8 p.m. Evangelistic Meeting.
Monday 8 p.m. Class Meeting.

Post Office.

In future, there will be one delivery of
correspondence each day on week days only
in Shanghai, leaving General Post Office at
noon.
Pillar Boxes at Arsenals Street and Percival
Street will in future be cleared four times a
day as under.

Percival Street 8 a.m.—11 a.m.
" 12 p.m.—5 p.m.
Arsenal Street 8.5 a.m.—11.5 a.m.
" 2.5 p.m.—5.5 p.m.

4 Mail will clear for—

Namoo—Per Taitchin, 21st Aug, 9 A.M.
Sanbu—Per Hot Fu, 21st Aug, 9 A.M.
Macao—Per Wingchaf, 21st Aug, 9 A.M.
Canton—Per Honam, 21st Aug, 9 A.M.
Kongmoon and Kunchuk—Per Lintan,
21st Aug, 9 A.M.
Swatow, Amoy and Tamsui—Per M. Struve,
21st Aug, 9 A.M.
Canton—Per Fathun, 22nd Aug, 7.30 A.M.
Kobe—Per Taihu, 22nd Aug, 11 A.M.
Singapore, Penang and Calcutta—Per
Namsang, 22nd Aug, 2 P.M.
Shanghai—Per Kwonggang, 22nd Aug,
3 P.M.
Namsui—Per Taitchin, 22nd Aug, 5 P.M.
Sanbu—Per Hot Fu, 22nd Aug, 5 P.M.
Macao—Per Wingchaf, 22nd Aug, 5 P.M.
Kongmoon, Kunchuk and Samsui—Per
Tak Hong, 22nd Aug, 5 P.M.
Canton—Per Hanow, 22nd Aug, 5 P.M.
Canton—Per Honam, 23rd Aug, 7.30 A.M.
Swatow, Amoy and Foochow—Per Hainun,
23rd Aug, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Gaelic, 23rd
Aug, 10.45 A.M.
Europe, India, via Taitchin—Per
Tourne, 23rd Aug, 11 A.M.
Manila—Per Taming, 23rd Aug, 4 P.M.
Namsui—Per Taitchin, 23rd Aug, 5 P.M.
Sanbu—Per Hot Fu, 23rd Aug, 5 P.M.
Macao—Per Wingchaf, 23rd Aug, 5 P.M.
Canton—Per Kithun, 23rd Aug, 5 P.M.
Canton—Per Hanow, 24th Aug, 7.30 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of India, 24th Aug, 11 A.M.
Sandakan—Per Mausang, 24th Aug, 1 P.M.
Amoy, Straits and Rangoon—Per Pundua,
24th Aug, 5 P.M.
Namsui—Per Taitchin, 24th Aug, 5 P.M.
Sanbu—Per Hot Fu, 24th Aug, 5 P.M.
Macao—Per Wingchaf, 24th Aug, 5 P.M.
Canton—Per Pawan, 24th Aug, 5 P.M.
Canton—Per Kithun, 25th Aug, 7.30 A.M.
Swatow, Cheloo and Tientsin—Per Kansu,
25th Aug, 3 P.M.
Namsui—Per Taitchin, 25th Aug, 5 P.M.
Sanbu—Per Hot Fu, 25th Aug, 5 P.M.
Macao—Per Wingchaf, 25th Aug, 5 P.M.
Canton—Per Fathun, 25th Aug, 5 P.M.
Canton—Per Pawan, 26th Aug, 7.30 A.M.
Manila—Per Loongang, 26th Aug, 3 P.M.
Namsui—Per Taitchin, 26th Aug, 5 P.M.
Sanbu—Per Hot Fu, 26th Aug, 5 P.M.
Macao—Per Wingchaf, 26th Aug, 5 P.M.
Canton—Per Honam, 26th Aug, 5 P.M.
Canton—Per Fathun, 27th Aug, 7.30 A.M.
Europe, India, via Taitchin—Per
Coracond, 27th Aug, 11 A.M.
Manila—Per Taitchin, 28th Aug, 9 A.M.
Canton—Per Hanow, 28th Aug, 9 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney and Hobart,
Melbourne—Per Changsha, 13th Sept., 4 P.M.
Europe, India, via Taitchin—Per
Gnelunau, 14th Sept., 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Adelaide
and Perth—Per Eastern, 17th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
Japan, 21st Sept., 11 A.M.
Books containing:—
16 Postage Stamps of 4 cents
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may be obtained at the counter of the General
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Glover, C. Tebbitt, Miss
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Benson, Major & Mrs. Playelle, Mrs.
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Hudg, D. Mrs.
Jaffies, H. U. Watson, Mr. and Mrs.
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HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	—	3,000	Commander O. de B. Brock	Shanghai
Albion †	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Behring Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain K. Nelson Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Chempulpo
Britomart	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Yangtze
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Wei-hai-wei
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Wei-hai-wei
Chenab	water tank and tug	390	—	300		Hongkong
Eclipse	cruiser, 2nd class	5,600	11	9,600	Captain Robert H. S. Stokes	Singapore
Esperidge	sloop	1,070	10	1,400	Commander Ernest Barton	Chinwantao
Fame	torpedo boat destroyer	360	6	5,700	Lieut.-Commander C. Asser	Shanghai
Fearless	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Wei-hai-wei
Glory *	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Wei-hai-wei
Handy	torpedo boat destroyer	275	6	4,000		Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Jellicoe	Weihaiwei
Humber	storeship	1,640	—	803	Lieut. P. M. Riadg	Wei-hai-wei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawcener	Shanghai
Janus	torpedo boat destroyer	280	6	5,000	Lieut.-Commander J. A. Gregory	Taku
Kinsha	river gunboat	—	4	—	Lieut.-Commander G. B. Powell	Yangtze
Leviathan	cruiser, 1st class	14,100	18	31,592	Captain F. G. Kirby	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet, R.N.	Weihaiwei
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Phoenix	sloop	1,015	6	1,400	Commander W. H. Nicholson	Yangtze
Rambler	surveying-vessel	835	6	650	Commander C. E. Monro	Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	Hongkong
Rosario	sloop	980	6	1,400	Commander T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Fleet Reserve	Hongkong
Tamar	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Terrible	cruiser, 1st class	14,200	18	25,000	Captain Arthur T. Stuart	Hongkong
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Wei-hai-wei
Tweed	coast defence gunboat	363	3	200	Lieut.-Commander R. H. Keate	Yangtze
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	Wei-hai-wei
Vestal	sloop	980	6	1,400	Commander S. St. John Farquhar	Yangtze
Virago	torpedo boat destroyer	355	6	6,300		Hongkong
Waterwitch	surveying ship	620	—	450	Lieut.-Commander Ernest C. Hardy	Shanghai
Whitish	torpedo boat destroyer	360	6	5,000	Lieut.-Commander H. M. Wells	Wei-hai-wei
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Wason	Yangtze

Mails.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT.—POSTE. FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Armand Rube* bound
for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 22nd August, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th August, 1904. (9)

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from this Port
for BOMBAY, on SATURDAY, the 27th August,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Moldavia*, 9,300 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Mails and Valuables, all Cargo for France,
and for London (under arrangement) will be
transhipped at Colombo into the Mail
Steamer proceeding direct to London, and
Landing; other Cargo for Marseilles, etc., will be
conveyed from Bombay by the R.M.S. *Victoria*,
due in London on the 9th October.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

K. A. HEWETT,

Superintendent.

Hongkong, 13th August, 1904. (14)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Shawmut</i> ...	9,606	W. M. Smith...	Aug. 31
<i>Trenton</i> ...	9,606	T. W. Garlick...	Oct. 1
<i>Shawmut</i> ...	9,606	W. M. Smith...	...
<i>Trenton</i> ...	9,606	T. W. Garlick...	...
<i>Lyra</i> ...	4,417	G. V. Williams...	...
<i>Hyades</i> ...	3,753	Geo. Wright...	...

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i> ...	9,606	W. M. Smith...	Aug. 20
<i>Trenton</i> ...	9,606	T. W. Garlick...	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Trenton*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 15th August, 1904. (12)

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 o'clock
this afternoon.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst., will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 23rd August, at
9.30 A.M.

All Claims must reach us before the 29th
of August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 16th August, 1904. (13)

To Let.

TO LET.

NO. 1, RIPON TERRACE IN FLATS.
No. 1, CLIFTON GARDENS.

No. 17, WONG NEI CHONG ROAD, facing

Race Course.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

OFFICES in Nos. 10 and 16, DES VŒUX

ROAD CENTRAL.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th August, 1904. (936)

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. (436)

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 16th June, 1904. (729)

TO LET.

GODOWN No. 6, NEW PRAYA, KENNEDY
TOWN.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 28th July, 1904. (883)

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. (915)

TO LET.

SEYMOUR TERRACE, 4-room House
and side verandahs. \$100 and Taxes.

Apply to—

"CHEAP,"

C/o this Paper.

Hongkong, 4th August, 1904. (908)

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. (915)

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. (915)

TO LET.

EUROPEAN HOUSES, Nos. 2 to 15,
GAP ROAD, facing Race Course,
within reach of the Electric Cars, thoroughly
cleansed and colour-washed, in flats or whole.

Apply to—

CHAN SHAU U,

or

A. STEVENSON,

Agent for Lessee,

C/o THE PHARMACY,

房藥大法中

No. 56, Queen's Road Central.

Hongkong, 18th August, 1904. (915)

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 13th July, 1904. (49)

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$11.974 for half-year ending 31.12.1903	6 1/2 %	\$665 sales
National Bank of China, Limited.	4,453	£10	£8	\$784,415	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London 67 1/2 \$38 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,992,322	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$63
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000	\$110,551	\$15 for 1902	7 %	\$110 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,268	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000	\$349,047	\$6 dividend & \$1 bonus for 1902	8 %	\$388
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$350,000	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$28 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000	£5,853	10/- for 1903	5 %	\$115 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,915	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	6 1/2 %	\$38 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 24 making Tls. 44	9 1/2 %	Tls. 47 buyers
Do. (Preference)	100,000					Final of Tls. 12 making Tls. 34	7 1/2 %	Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$188 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$7
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.30 sales
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$238 buyers
S. C. Parnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 172 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/3	6 %	\$116 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000		Final of \$24 making \$5 for 1903	4 1/2 %	\$116 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,710	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 %	Tls. 160